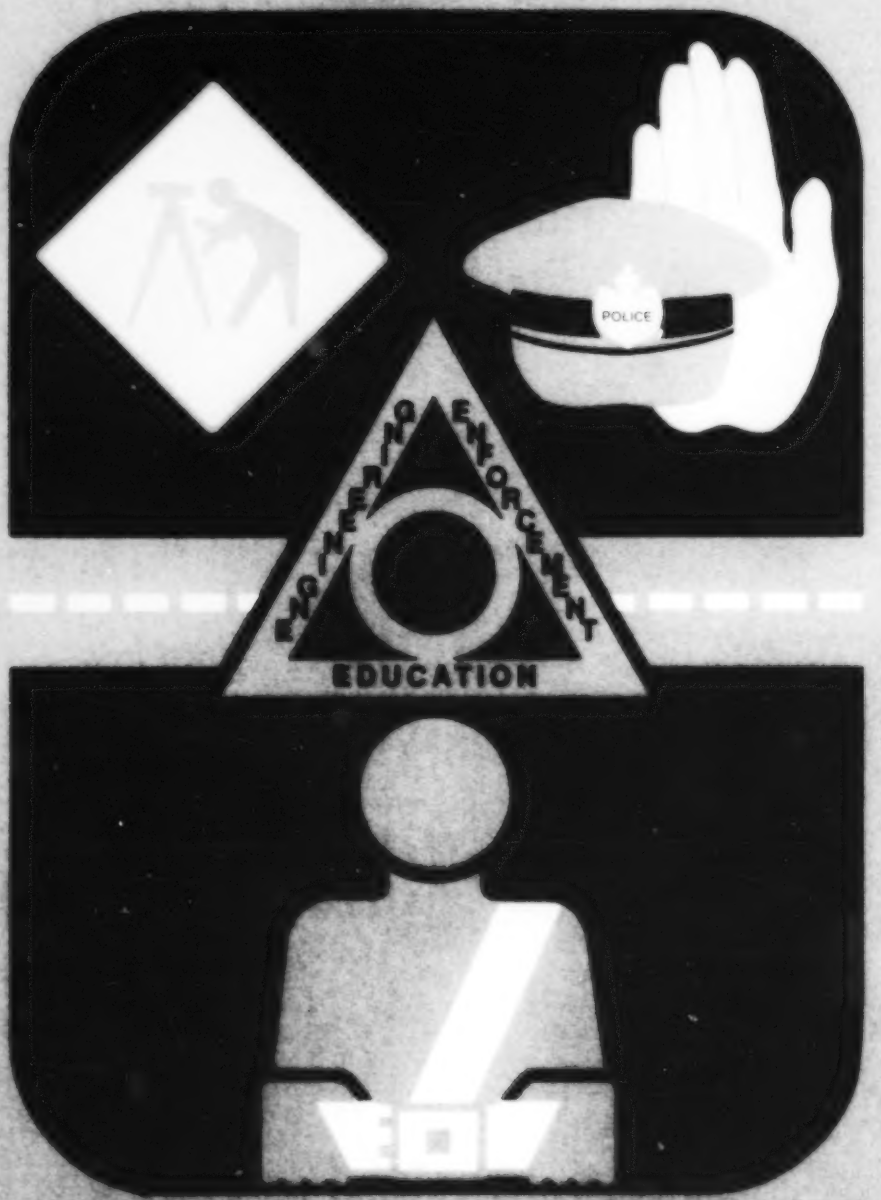
Saskatchewan Highways and Transportation

1990 Saskatchewan Traffic Accident Facts



Working Together for Traffic Safety

Quick Facts 1990

	1989	1990	% Change
Property damage only accidents	27,885	27,164	-2.6
Personal injury accidents	5,521	5,310	-3.8
Fatal accidents	162	137	-15.4
Total reported accidents	33,568	32,611	-2.9
Estimated property damage	$88,863,615	$88,466,730	-0.4
Number of deaths	192	154	-19.8
Number of persons injured	8,140	7,671	-5.8
Provincial highway accidents	5,598	5,822	+5.9
Rural road accidents	4,130	4,060	-1.7
Urban street accidents	23,330	22,111	-5.2
Other locations	610	618	+1.3
Provincial travel (Million veh. km) *	11,166	11,168	+0.02
Registered vehicles **	704,983	701,257	-0.5
Licensed vehicle operators **	624,964	638,600	+2.2
Saskatchewan population ***	1,007,300	1,000,300	-0.7
Accidents per million veh. km	3.01	2.91	-3.3
Fatal accidents per 100 million veh. km	1.45	1.22	-15.9
Accidents per 100 licensed operators	5.37	5.11	-4.8
Accidents per 100 registered vehicles	4.76	4.65	-2.3
Accidents per 100 population	3.33	3.26	-2.1

In 1990

There was an average of 1 traffic accident every 16 minutes.

On average there were 21 people injured every day and 1 person killed every 57 hours.

67.8% of all reported accidents occurred in urban areas.

* Other locations include accidents that occurred in areas such as Parks, Indian Reserves, Northern provincial roads, or other areas not defined as a Provincial Highway, Rural Road, or Urban Street.

Source of Information:

* Saskatchewan Highways Design and Traffic Safety Branch

** Saskatchewan Government Insurance

*** Saskatchewan Bureau of Statistics

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting access road.

Rural Accident: A motor vehicle accident which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern provincial roads, timber haul roads, etc.

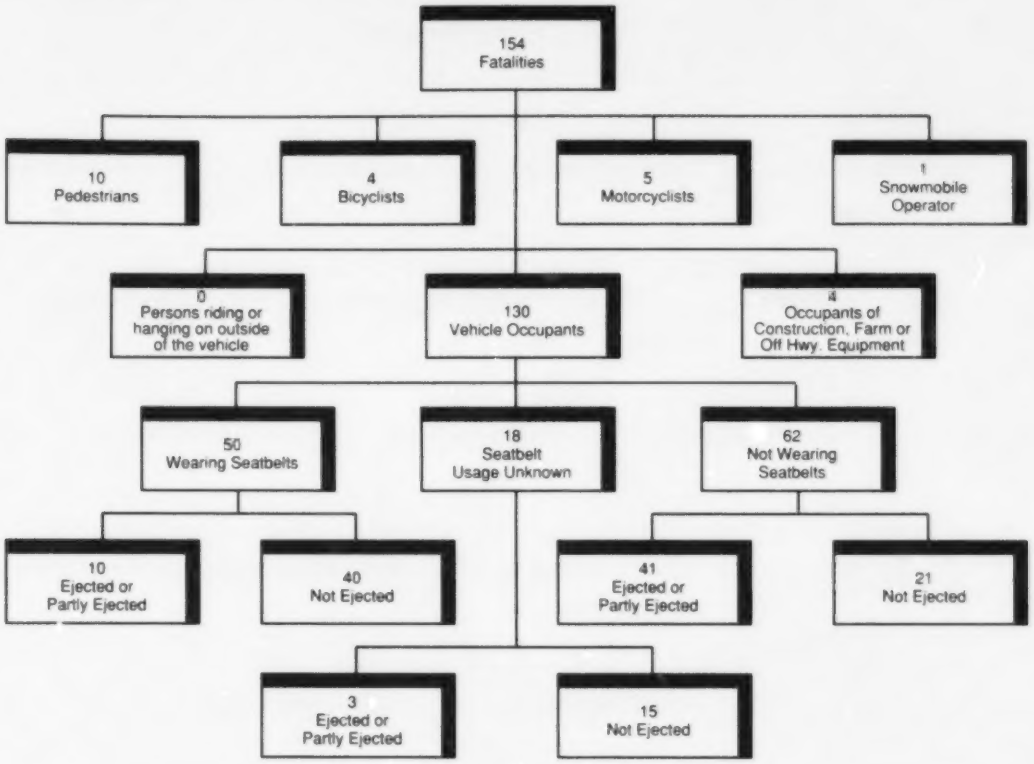
Private Property Accident: An accident which occurred on privately owned land such as parking lots, farm yards, private roads or driveways.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was $500 or more and did not result in personal injury or death.

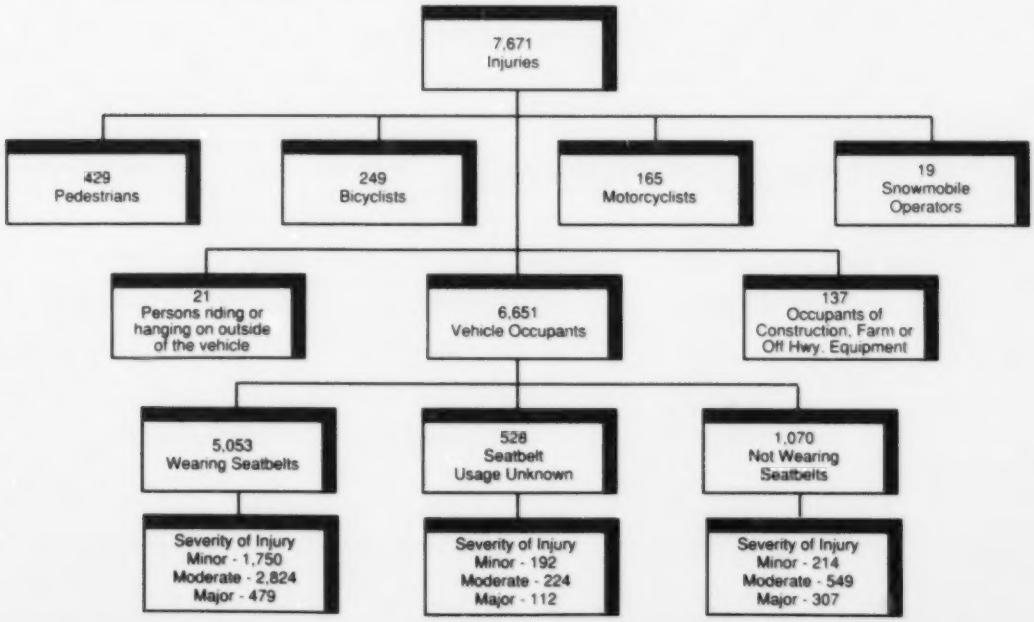
Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accident: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.

1990 Fatalities Classification



1990 Injuries Classification



Minister's Message TAIS

The Traffic Accident Information System (TAIS) is now in the 12th year of operation by Saskatchewan Highways and Transportation.

This comprehensive report of traffic accident facts continues to be an effective research tool. TAIS provides traffic safety experts with a deeper understanding of the how, why, when and where of traffic accidents. With the enhanced knowledge and increased awareness about traffic accidents derived from TAIS, we will progress toward our goal of improved safety for Saskatchewan motorists on our provincial streets and highways.

In 1990, Saskatchewan reported 154 traffic-related deaths, the fewest since 1958. Police, engineers and educators are working together to continue to reduce injuries and fatalities resulting from traffic collisions. It is important that motorists, cyclists and pedestrians also participate in achieving a safer road system for Saskatchewan.

Yours sincerely,

Honourable Sherwin H. Petersen
Minister of Highways
and Transportation

Looking Back - 1990 to 1979

A comprehensive traffic accident information system was conceived in a 1975 Legislative Assembly report about traffic safety in Saskatchewan. Cabinet assigned the task to the Department of Highways and Transportation in 1977. The department designed a Traffic Accident Information System (TAIS) and implemented it on January 1, 1979 for the province of Saskatchewan.

In 11 years TAIS has logged details about 447,446 accidents resulting in 102,287 injuries and 2,754 deaths. This information has been used to design and monitor many safety programs by various departments, local governments, jurisdictions and agencies. TAIS has played a role in the decline of accidents and casualties over the past decade.

The publication of the annual "Saskatchewan Traffic Accident Facts" has been the main source of information for education, safety programs, police, engineers and researchers. The report has been rated as one of the best in Canada. It has remained remarkably unchanged over the 11 years so that information can be easily compared from year to year.

The "Saskatchewan Traffic Accident Facts" was expanded and amplified as necessary to meet the needs of the users. Some of the highlights are:

1979 First Traffic Accident Facts report published. The organization of the report and the style was set and has remained constant for 11 consecutive years (annual reports).

1981 Commentary was added to explain and highlight selected charts and tables.

1982 A feature was added that classified fatalities in a popular flowchart format.

Section 11 was added to highlight alcohol involved accidents.

Pamphlet was published that summarized the annual report. It is used for wider scale distribution such as driver education, classrooms and defensive driving courses.

1983 First testimonials by TAIS users appear. In 11 years, 30 accounts about the use of TAIS by others have been published.

1984 Summary of accidents occurring on holiday weekends was incorporated.

1985 Summary of accident trends and the injury classification chart was added.

1986 Section 13, traffic accident information about other provinces was provided to answer many questions about what is happening elsewhere.

1987 Information about Saskatchewan traffic safety research and studies is of interest to many users of the annual report. Two pages of results from selected studies were added each year.

1989 TAIS meets GIS (Geographical Information System) to produce a provincial map to show the location of all fatal accidents on provincial highways.

1990 December 31, 1990 is the final day of the original TAIS.

A new system was designed on the success of the old system and became operational on January 1, 1991.

This report marks the end of an era for the Saskatchewan Traffic Accident Information System. I want to personally thank the Saskatchewan Highways and Transportation staff who have been involved with TAIS. Their efforts and dedication have made the accident information system very successful. We look forward to the challenges in the next decade.

A. J. Popoff

Al Popoff
Director
Design and Traffic Safety Branch

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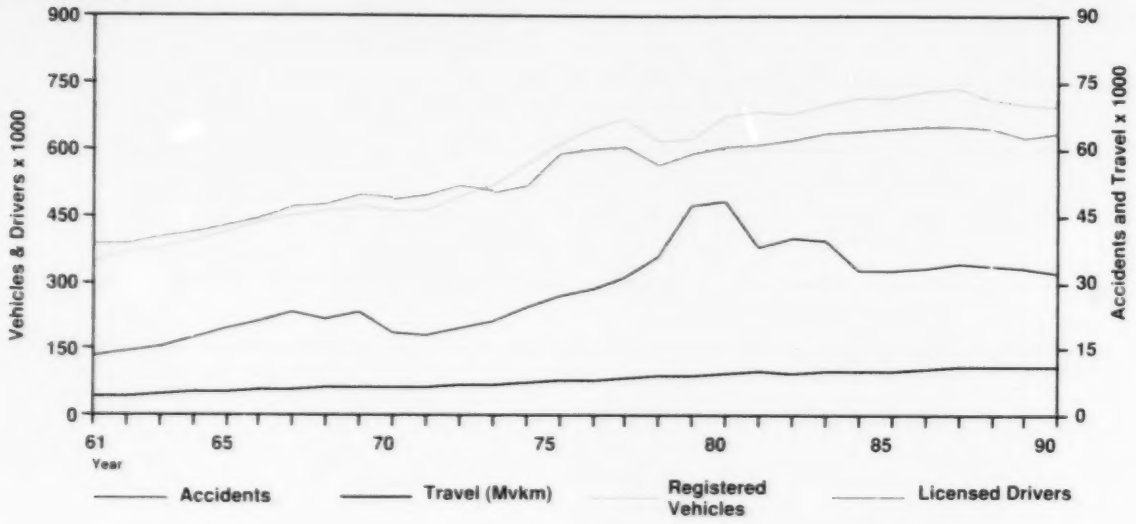
Section 1

Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents

Figure 1.1

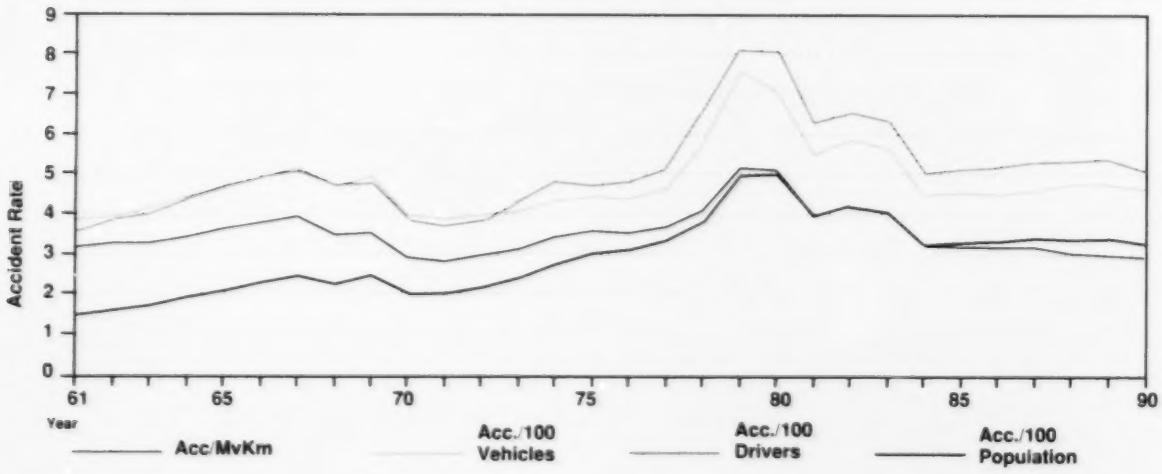


	1988	1989	1990	% Change
Registered Vehicles	715,227	704,983	701,257	-0.53
Licensed Drivers	647,445	624,964	638,600	2.18
Million Vehicles Kilometres of Travel	11,161	11,165	11,168	0.03
Total Accidents	**34,025**	**33,568**	**32,611**	**-2.85**

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Accident Rates by Vehicles, Drivers, Travel & Population

Figure 1.2

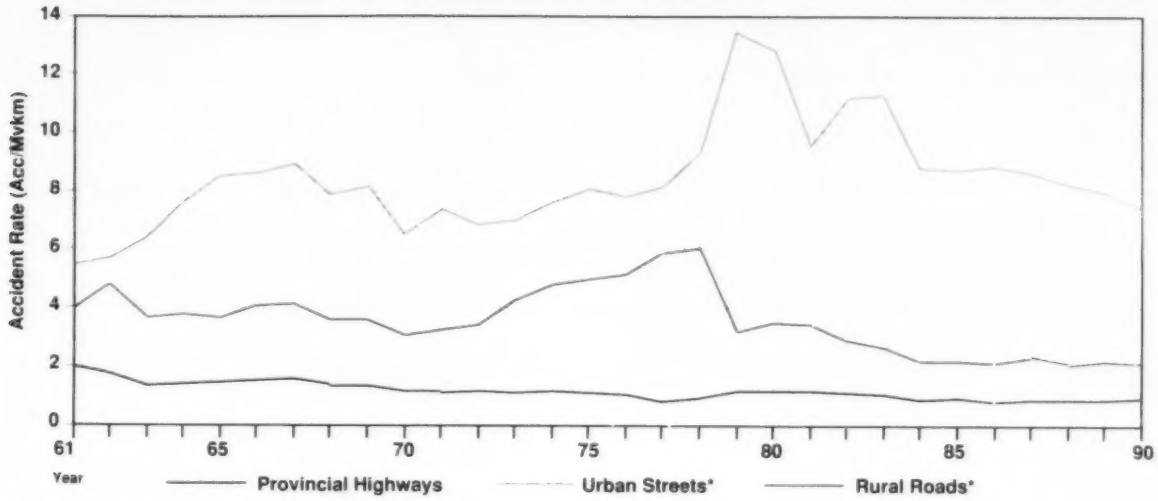


Accident Rate	1988	1989	1990	% Change
Accidents per 100 Registered Vehicles	4.76	4.76	4.65	-2.36
Accidents per 100 Licensed Drivers	5.26	5.37	5.11	-5.16
Accidents per 1,000,000 Vehicle Kilometres	3.05	3.01	2.92	-3.08
Accidents per 100 Population	3.36	3.33	3.26	-2.15

Beginning in 1981, private property accidents are not being entered in TAIS.

Trends in Accident Rates (Acc/MvKm) By Road System

Figure 1.3



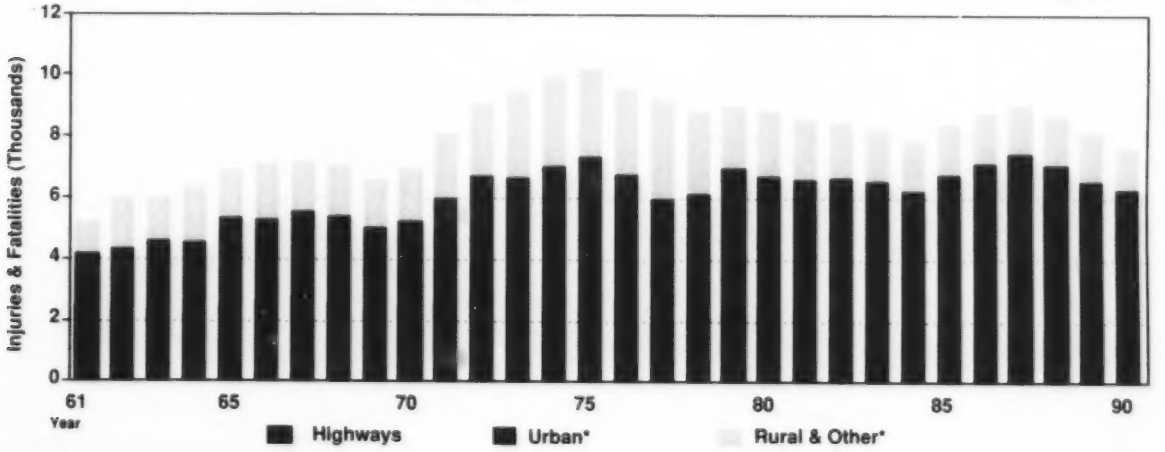
* Includes private property prior to 1981

Accident Rate (Acc/MvKm)

Road System	1988	1989	1990	% Change
Provincial Highways	0.85	0.88	0.94	6.82
Rural Roads	2.08	2.17	2.15	-0.92
Urban Streets	8.26	7.95	7.61	-4.28
All Road Systems	**3.05**	**3.01**	**2.92**	**-2.99**

Trends in Total Victims by Road System

Figure 1.4



* Includes private property prior to 1981

Number of Personal Injuries

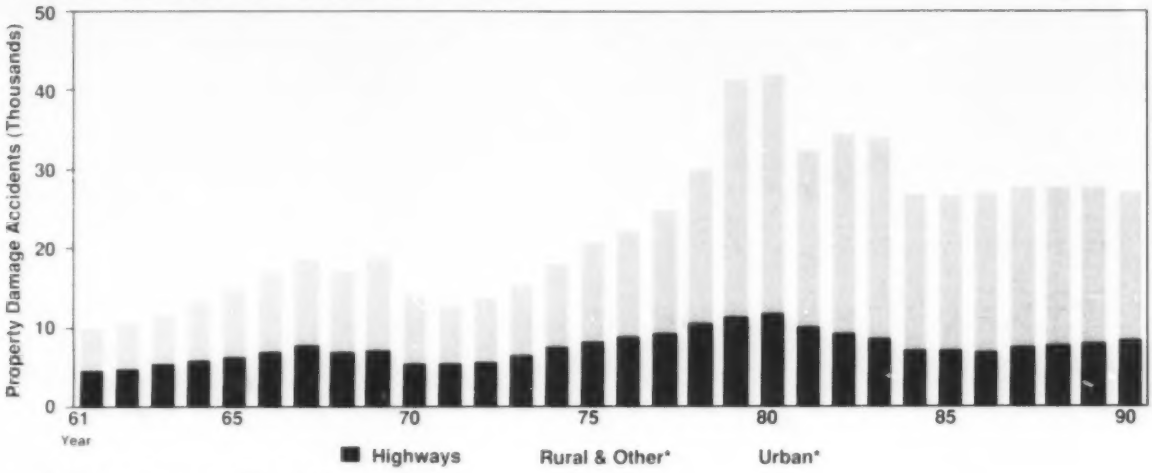
Road System	1988	1989	1990	% Change
Provincial Highways	1,782	1,770	1,756	-0.79
Rural Roads	1,412	1,262	1,133	-10.22
Urban Streets	5,312	4,818	4,530	-5.98
Other Roads	234	290	252	-13.10
Total	**8,740**	**8,140**	**7,671**	**-5.76**

Number of Fatalities

Road System	1988	1989	1990	% Change
Provincial Highway	110	100	77	-23.00
Rural Roads	40	49	42	-14.29
Urban Streets	38	34	20	-41.18
Total	12	9	15	66.67
Total	**200**	**192**	**154**	**-19.79**

Trends in Property Damage Accidents **

Figure 1.5



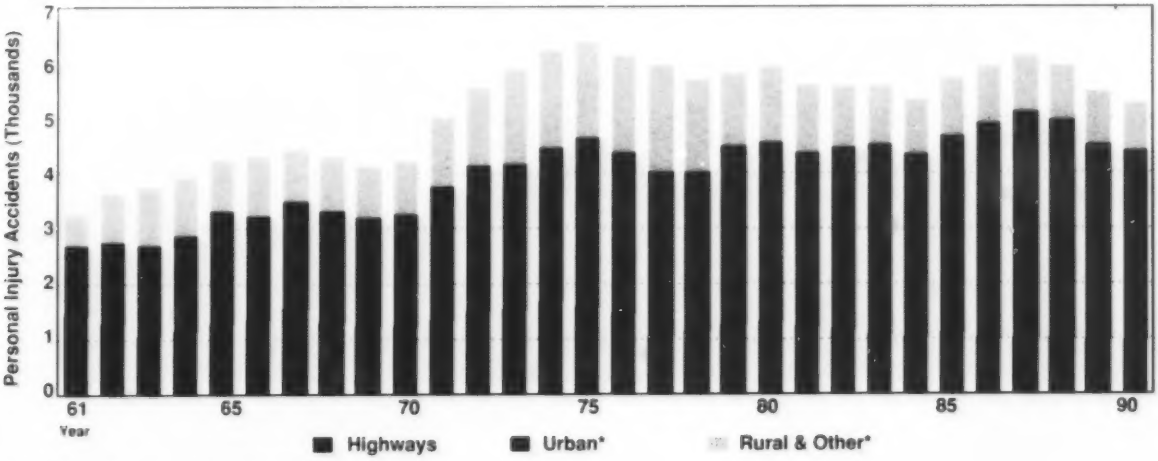
* Includes private property prior to 1981
** Reporting threshold changed from $200 to $500 in 1984

Number of Property Damage Accidents

Road System	1988	1989	1990	% Change
Provincial Highways	4,250	4,448	4,765	7.13
Rural Roads	3,264	3,271	3,282	0.34
Urban Streets	19,943	19,719	18,654	-5.40
Other Roads	433	447	463	3.58
Total	**27,890**	**27,885**	**27,164**	**-2.59**

Trends in Personal Injury Accidents

Figure 1.6



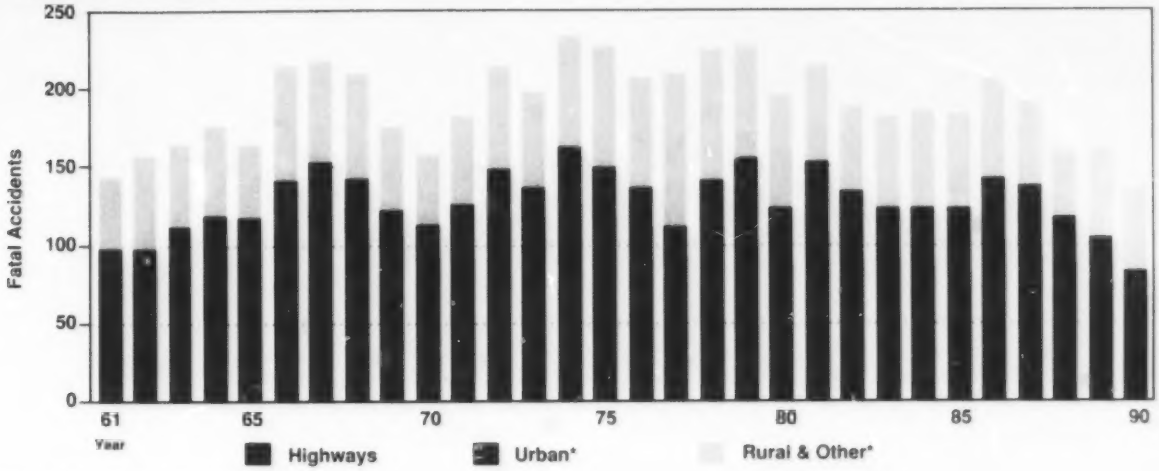
* Includes private property prior to 1981

Number of Personal Injury Accidents

Road System	1988	1989	1990	% Change
Provincial Highways	1,032	975	990	1.54
Rural Roads	863	811	739	-8.88
Urban Streets	4,087	3,580	3,440	-3.91
Other Roads	136	155	141	-9.03
Total	**6,118**	**5,521**	**5,310**	**-3.82**

Trends in Fatal Accidents

Figure 1.7



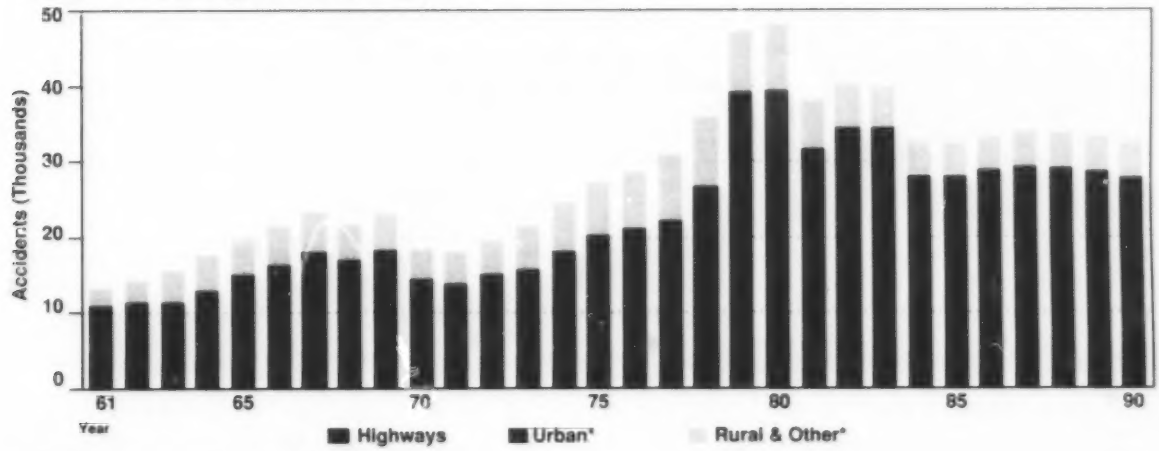
* Includes private property prior to 1981

Number of Fatal Accidents

Road System	1988	1989	1990	% Change
Provincial Highways	88	75	67	-10.67
Rural Roads	30	48	39	-18.75
Urban Streets	31	31	17	-45.16
Other Roads	11	8	14	75.00
Total	**160**	**162**	**137**	**-15.43**

Trends in All Reported Accidents

Figure 1.8



* Includes private property prior to 1981

Number of Reported Accidents

Road System	1988	1989	1990	% Change
Provincial Highways	5,370	5,498	5,822	5.89
Rural Roads	4,157	4,130	4,060	-1.69
Urban Streets	23,918	23,330	22,111	-5.23
Other Roads	580	610	618	1.31
Total	**34,025**	**33,568**	**32,611**	**-2.85**

Section 2

1990 Accidents & Victims By Month Of Occurrence

Figure 2.1

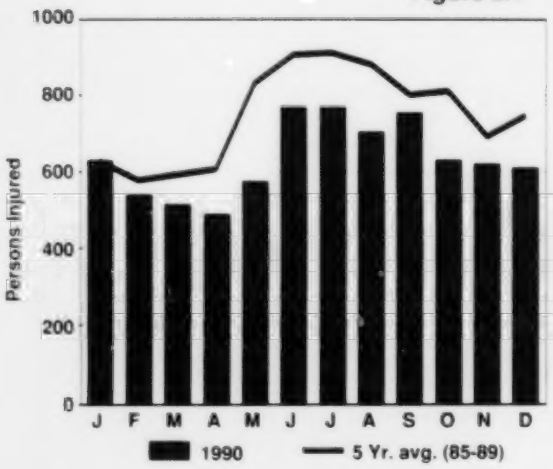


Figure 2.2

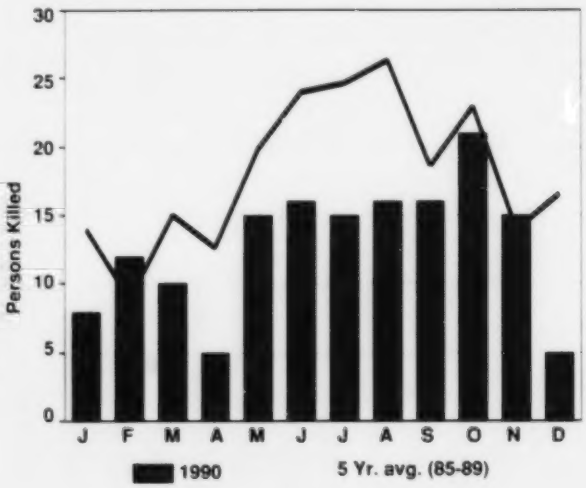
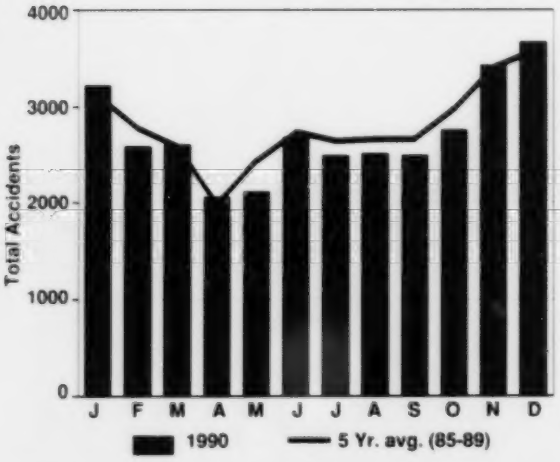


Figure 2.3



Accidents During 1990 Holiday Weekends

Holiday Weekend	Number of Accidents: Property Damage	Personal Injury	Fatal	Number of Victims: Total	Injuries	Killed
Easter, April 13-16 (Fri.-Mon.)	167	32	1	200	46	1
Victoria Day, May 18-21 (Fri.-Mon.)	208	50	1	259	81	2
Canada Day, June29-July 2 (Fri.-Mon.)	316	82	5	403	147	6
Saskatchewan Day, Aug. 3-6 (Fri.-Mon.)	234	53	2	289	71	4
Labour Day, Aug. 31-Sept. 3 (Fri.-Mon.)	291	75	2	368	127	2
Thanksgiving Day, Oct. 5-8 (Fri.-Mon.)	306	55	3	364	91	4
Remembrance Day, Nov. 9-12 (Fri.-Mon.)	314	42	1	357	58	1
Other Periods						
Safe Driving Week, Dec. 1-7 (Sat.-Fri.)	639	85	2	726	130	2
Christmas Holidays, Dec. 21-31	1,318	160	1	1,479	211	1

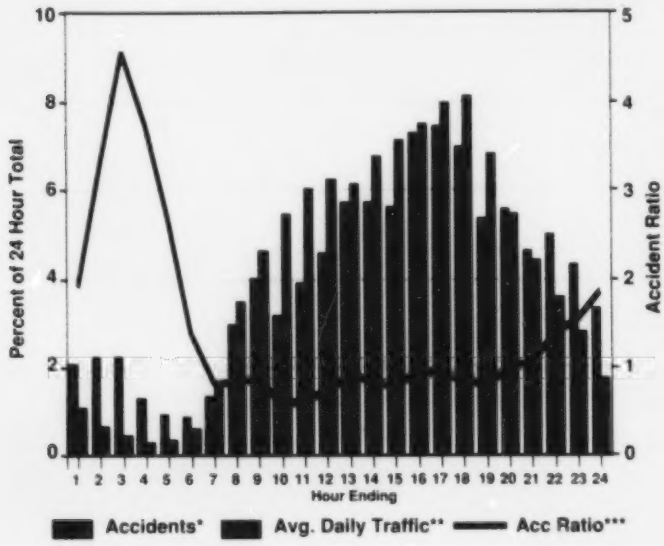
1990 Accidents & Victims By Month of Occurrence

Figure 2.4

Month	Number of Accidents: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
January	2,741	464	8	3,213	636	8
February	2,210	357	9	2,576	543	12
March	2,217	378	9	2,604	522	10
April	1,713	353	4	2,070	495	5
May	1,706	411	12	2,129	581	15
June	2,139	530	15	2,684	774	16
July	1,976	493	14	2,483	772	15
August	2,002	486	14	2,502	711	16
September	1,980	503	14	2,497	758	16
October	2,268	457	20	2,745	634	21
November	2,966	430	14	3,410	625	15
December	3,217	446	4	3,667	616	5
Not Stated	29	2	0	31	4	0
Total	**27,164**	**5,310**	**137**	**32,611**	**7,671**	**154**

1990 Accidents and Provincial Travel by Time of Day

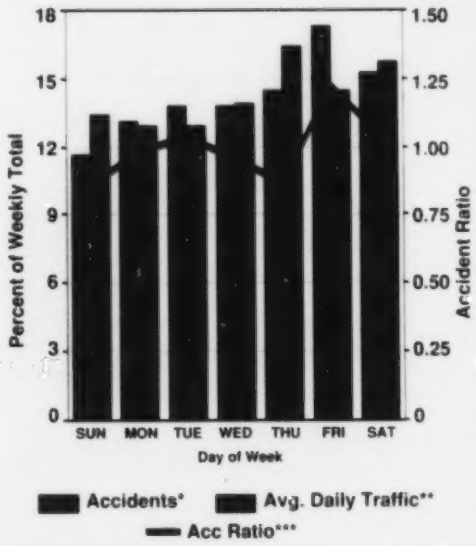
Figure 2.5


Percent of 24 Hour Total
Accident Ratio
Hour Ending
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Accidents*
Avg. Daily Traffic**
Acc Ratio***

* All Accidents
** Traffic On Rural Provincial Highways
*** Percent Acc/Percent Traffic

1990 Accidents and Provincial Travel by Day of Week

Figure 2.6



* All Accidents
** Traffic On Rural Provincial Highways
*** Percent Acc/Percent Traffic

1990 Motor Vehicle Accidents by Time of Day & Day of Week

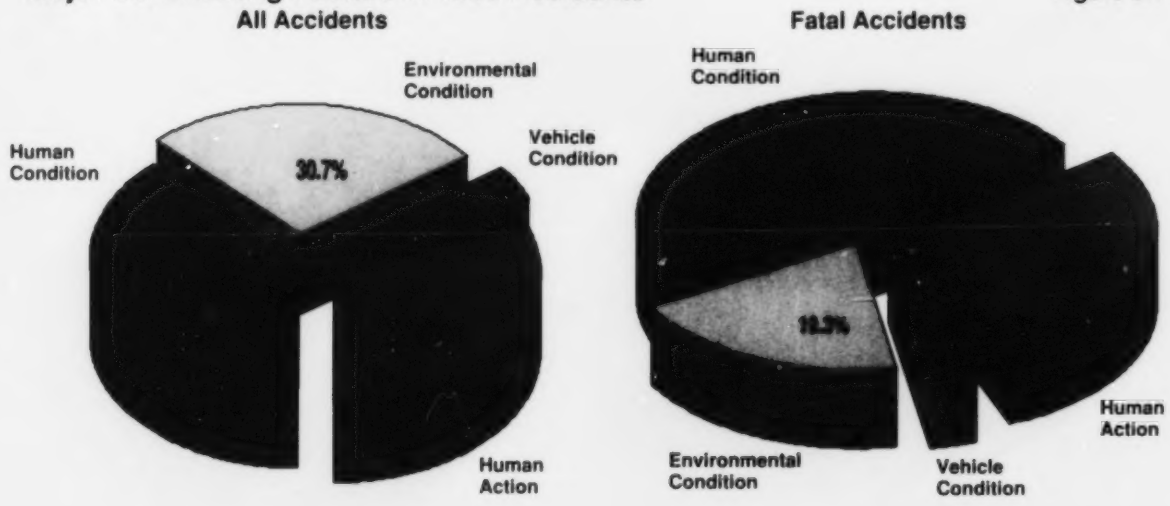
Figure 2.7

Accident Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Not Stated	Total	%
12 to 1 a.m.	156	64	51	64	68	105	181	0	689	2.1
1 to 2 a.m.	200	56	56	56	82	71	209	1	731	2.2
2 to 3 a.m.	232	36	46	50	89	76	216	0	745	2.3
3 to 4 a.m.	130	29	25	33	31	41	137	0	426	1.3
4 to 5 a.m.	97	25	23	25	29	22	98	0	319	1.0
5 to 6 a.m.	77	23	30	26	34	37	67	1	294	0.9
6 to 7 a.m.	85	64	60	66	39	61	69	0	444	1.4
7 to 8 a.m.	68	180	160	161	158	141	103	0	971	3.0
8 to 9 a.m.	58	216	227	266	233	226	87	2	1,315	4.0
9 to 10 a.m.	63	162	180	179	174	160	130	2	1,050	3.2
10 to 11 a.m.	121	195	174	215	198	204	182	0	1,289	4.0
11 to 12 a.m.	110	229	239	212	241	263	202	2	1,498	4.6
12 to 1 p.m.	173	267	296	277	284	334	235	3	1,869	5.7
1 to 2 p.m.	197	242	308	243	291	294	294	3	1,872	5.7
2 to 3 p.m.	206	264	254	238	261	332	283	1	1,839	5.6
3 to 4 p.m.	205	333	347	367	369	462	306	2	2,391	7.3
4 to 5 p.m.	180	342	381	378	391	476	278	1	2,427	7.4
5 to 6 p.m.	207	310	370	356	342	429	267	1	2,282	7.0
6 to 7 p.m.	211	222	249	231	284	301	250	3	1,751	5.4
7 to 8 p.m.	197	255	258	272	247	316	276	2	1,823	5.6
8 to 9 p.m.	201	197	171	191	217	306	238	0	1,521	4.7
9 to 10 p.m.	230	200	199	213	248	276	268	0	1,634	5.0
10 to 11 p.m.	184	168	177	159	190	307	230	4	1,419	4.4
11 to 12 p.m.	113	112	116	127	136	269	226	0	1,099	3.4
Not Stated	99	89	93	100	102	144	169	116	912	2.8
Total	**3,800**	**4,280**	**4,490**	**4,505**	**4,738**	**5,653**	**5,001**	**144**	**32,611**	
Percent	**11.7**	**13.1**	**13.8**	**13.8**	**14.5**	**17.3**	**15.3**	**0.4**		**100.0**

Section 3

Major Contributing Factors in 1990 Accidents

Figure 3.1



1990 Accidents by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	9,768	2,221	33	12,022	24.6
Driver Distraction	928	250	4	1,182	2.4
Had Been Drinking	893	450	16	1,359	2.8
Driving While Impaired	470	229	48	747	1.5
Extreme Fatigue	67	46	4	117	0.2
Fell Asleep	159	157	10	326	0.7
Driver Inexperience/Confusion	1,873	577	9	2,459	5.0
Lost Consciousness	32	31	2	65	0.1
Physical Disability	48	27	1	76	0.2
Prescription Medicine	25	14	2	41	0.1
Drugs (Illegal)	20	9	0	29	0.1
Illness	20	13	2	35	0.1
Total	**14,303**	**4,024**	**131**	**18,458**	**37.8**

1990 Accidents by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,878	762	19	3,659	7.5
Traffic Control Device Disregarded	988	354	9	1,351	2.8
Following too Closely	1,089	356	1	1,446	3.0
Driving too Fast for Conditions	2,349	626	16	2,991	6.1
Exceeding Speed Limit	276	155	15	446	0.9
Turning Improperly	885	101	3	989	2.0
Passing or Improper Lane Usage	938	157	8	1,103	2.3
Backing Unsafely	952	26	0	978	2.0
Pedestrian Error/Confusion	77	155	7	239	0.5
Total	**10,432**	**2,692**	**78**	**13,202**	**27.0**

1990 Accidents by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Brakes	224	69	0	293	0.6
Lights	80	26	3	109	0.2
Vision Obstruction/Obscured	549	86	3	638	1.3
Steering	58	25	0	83	0.2
Suspension/Wheel Failure	70	22	0	92	0.2
Tires	143	61	1	205	0.4
Tow Hitch/Connection	98	6	1	105	0.2
Engine/Power Train	349	32	1	382	0.8
Hood/Door Opening	58	11	0	69	0.1
Vehicle Color Dirty	4	2	0	6	0.0
Jack-Knife/Trailer Swing	157	36	0	193	0.4
Modifications	17	3	0	20	0.0
Total	**1,807**	**379**	**9**	**2,195**	**4.5**

1990 Accidents by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Deer)	4,224	114	1	4,339	8.9
Animal Action (Other Wild)	203	39	3	245	0.5
Animal Action (Domestic)	268	28	0	296	0.6
Surface Slippery	5,327	970	16	6,313	12.9
Loose Gravel	507	330	13	850	1.7
Snow Drift	290	57	1	348	0.7
Obstruction/Debris	249	32	0	281	0.6
View Obstructed/Limited	905	200	11	1,116	2.3
Glare	288	89	2	379	0.8
Construction Zone	116	25	0	141	0.3
Defective Driving Surface	265	80	1	346	0.7
Shoulders Defective	73	23	0	96	0.2
Lane Markings Inadequate	19	7	0	26	0.1
Traffic Control Device Not Working	21	4	0	25	0.1
Crosswind	146	53	4	203	0.4
Total	**12,901**	**2,051**	**52**	**15,004**	**30.7**

TAIS recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: Because of inattention, a driver may fail to see a stop sign behind some trees and suddenly have to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported, 48,859 factors contributed to 32,611 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

An example: in 1990 there were a total of 1,946 accidents involving alcohol and 2,151 drivers that had been drinking or were driving while impaired. A major contributing factor (Figure 3.2) is only counted once for an accident in which two drivers had been drinking whereas two occurrences (Figure 5.1) would be counted for the same case.

Section 4

1990 Accidents by Road Surface Type & Severity

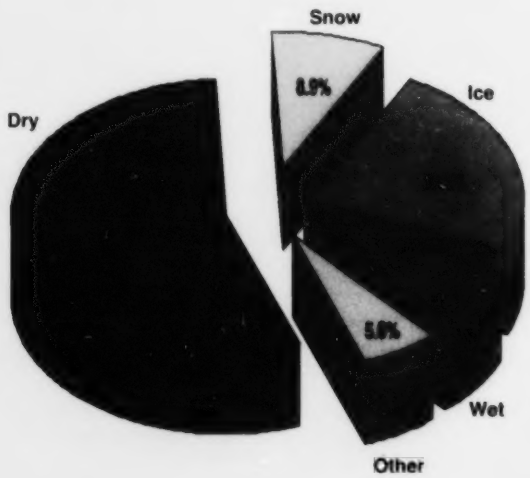
Figure 4.1

Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt/Oil	21,643	4,210	80	25,933	79.5
Gravel	4,146	893	49	5,088	15.6
Dirt/Earth	496	109	5	610	1.9
Concrete	275	57	2	334	1.0
Not Stated	604	41	1	646	2.0
Total	**27,164**	**5,310**	**137**	**32,611**	**100**

1990 Accidents by Road Surface Condition & Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	14,572	3,185	103	17,860	54.8
Snow	2,554	332	7	2,893	8.9
Ice	6,625	1,036	11	7,672	23.5
Wet	1,945	426	6	2,377	7.3
Muddy	162	32	1	195	0.6
Loose Gravel/Sand	512	202	6	720	2.2
Slush	215	45	2	262	0.8
Fresh Oil	10	2	0	12	0.0
Not Stated	569	50	1	620	1.9
Total	**27,164**	**5,310**	**137**	**32,611**	**100**



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

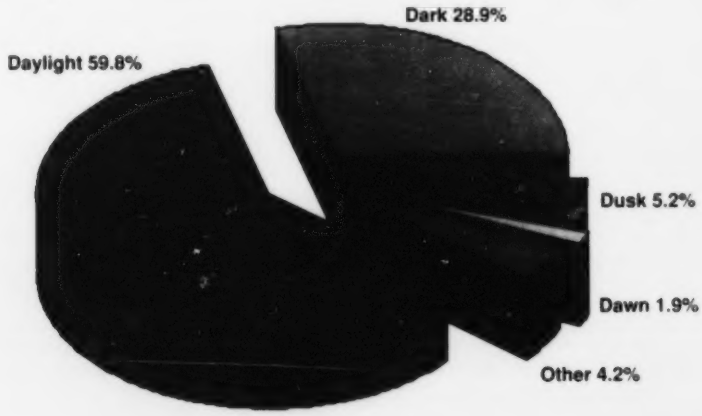
One must be careful not to arrive at the wrong conclusion when interpreting traffic accident data. It would be incorrect to suggest that dry roads are twice as dangerous than icy roads. More information about exposure to road conditions would be required. While 32.4% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

1990 Accidents by Light Condition & Severity

Figure 4.3

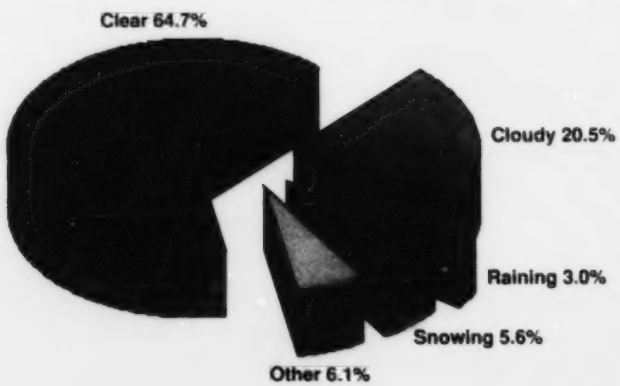
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	15,881	3,557	67	19,505	59.8
Dark	8,109	1,252	51	9,412	28.9
Dusk	1,454	243	9	1,706	5.2
Dawn	518	94	9	621	1.9
Artificial Light	568	128	1	697	2.1
Not Stated	634	36	0	670	2.1
Total	**27,164**	**5,310**	**137**	**32,611**	**100.0**



1990 Accidents by Weather Condition & Severity

Figure 4.4

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	17,578	3,418	95	21,091	64.7
Cloudy	5,478	1,200	23	6,701	20.5
Raining	823	167	3	993	3.0
Snowing	1,541	264	6	1,811	5.6
Sleet/Freezing/Rain/Hail	136	33	1	170	0.5
Fog/Smoke/Smog	246	58	2	306	0.9
Drifting Snow/Dust	363	82	3	448	1.4
Strong Wind	149	24	4	177	0.5
Not Stated	850	64	0	914	2.8
Total	**27,164**	**5,310**	**137**	**32,611**	**100.0**



Section 4

1990 Accidents by Accident Configuration, Road System & Severity

Figure 4.5

Accident Configuration	Road System: Provincial Highways	Rural Roads	Urban Streets	Other	Accident Severity: PD	PI	F	Total	%
Single Vehicle	**4,505**	**3,331**	**2,964**	**379**	**9,220**	**1,890**	**69**	**11,179**	**34.3**
On the Road	3,188	1,727	2,565	197	6,900	754	23	7,677	23.5
Left Ditch	542	660	176	77	946	492	17	1,455	4.5
Right Ditch	775	944	223	105	1,374	644	29	2,047	6.3
Multiple Vehicle	**1,317**	**729**	**19,147**	**239**	**17,944**	**3,420**	**68**	**21,432**	**65.7**
Rear End	328	97	5,277	36	4,429	1,302	7	5,738	17.6
Right Angle	217	133	5,375	39	4,716	1,028	20	5,764	17.7
Sideswipe - Same Direction	80	14	1,110	9	1,143	68	2	1,213	3.7
Sideswipe - Opposing Direction	77	66	354	29	448	73	5	526	1.6
Head On	46	36	286	15	286	78	19	383	1.2
Left Turn - Head On	43	10	1,654	3	1,401	304	5	1,710	5.2
Passing - Left Turn	124	17	772	5	825	90	3	918	2.8
Passing - Right Turn	38	9	709	1	712	45	0	757	2.3
Other	364	347	3,610	102	3,984	432	7	4,423	13.6
Total	**5,822**	**4,060**	**22,111**	**618**	**27,164**	**5,310**	**137**	**32,611**	**100**

Number of Pedestrian Casualties by Pedestrian Action and Age Group

Figure 4.6

Pedestrian Action	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 +	Not Stated	Total	%
Crossing With Signal	2	7	6	2	7	8	4	5	5	3	49	11.2
Crossing Against Signal	0	5	0	2	1	4	3	1	2	0	18	4.1
Crossing Marked Crosswalk	2	8	3	2	3	2	4	3	12	1	40	9.1
Crossing No Signal or Crosswalk	3	12	6	1	3	5	3	5	8	1	47	10.7
Crossing Mid Block or Roadway	1	12	8	3	3	6	3	4	6	4	50	11.4
Walking With Traffic	0	0	0	2	3	1	1	0	1	1	9	2.1
Walking Against Traffic	0	1	1	1	1	2	0	0	0	0	6	1.4
Emerging Front/Behind Parked Vehicle	7	11	0	0	4	2	3	1	2	0	30	6.8
Running Into Roadway	14	35	6	5	3	4	1	0	0	2	70	15.9
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Veh. Other Than School Bus	0	2	5	0	1	3	0	2	1	0	14	3.2
On Sidewalk/Shoulder/Boulevard	0	2	2	1	2	1	0	0	1	0	9	2.1
Working On/Pushing Vehicle	0	0	1	2	1	1	1	1	1	0	8	1.8
Walking on Roadway	0	2	4	2	2	1	2	1	0	0	14	3.2
Playing on Roadway	0	2	1	0	0	0	0	0	0	0	3	0.7
Lying on Roadway	0	0	1	0	1	1	0	1	0	0	4	0.9
Hitch Hiking	0	0	0	0	1	0	0	0	0	0	1	0.2
Working on Roadway	0	0	0	1	1	1	0	0	0	0	3	0.7
Not Stated	0	14	9	6	9	6	5	2	7	6	64	14.6
Total	**29**	**113**	**53**	**30**	**46**	**48**	**30**	**26**	**46**	**18**	**439**	
Percent	**6.6**	**25.7**	**12.1**	**6.8**	**10.5**	**10.9**	**6.8**	**5.9**	**10.5**	**4.1**		**100.0**

Number of Pedestrians Injured and Killed by Road System

Figure 4.7

Road System	Injured	Killed	Total	%
Urban Streets	398	2	400	91.1
Provincial Highways	12	4	16	3.6
Rural Roads	5	1	6	1.4
Other Roads	14	3	17	3.9
Total	**429**	**10**	**439**	**100.0**

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not stated	Total	%
Driver Inattention	146	693	686	626	487	429	1,680	2,448	1,637	917	862	1,182	1,446	13,239	66.7
Driver Distraction	7	88	79	68	45	41	154	248	173	86	83	97	48	1,217	6.1
Had Been Drinking	12	46	71	95	98	89	284	348	134	65	49	31	74	1,396	7.0
Impaired	1	9	23	34	33	31	139	212	119	58	37	18	41	755	3.8
Extreme Fatigue	3	5	7	8	6	6	26	29	12	5	6	2	3	118	0.6
Fell Asleep	3	12	27	37	27	18	57	61	37	8	18	17	6	328	1.7
Driver Inexperience/Confusion	161	575	284	186	129	87	246	293	176	84	98	181	48	2,548	12.8
Lost Consciousness	0	2	1	3	2	1	5	12	9	7	8	12	3	65	0.3
Physical Disability	0	0	1	2	2	0	2	7	8	2	7	40	6	77	0.4
Prescription Medicine	0	0	2	0	0	1	3	9	7	2	8	7	2	41	0.2
Drugs (Illegal)	0	1	1	1	0	3	9	7	1	0	1	2	3	29	0.1
Illness	0	0	0	1	0	1	1	7	6	4	5	9	1	35	0.2
Total	**333**	**1,431**	**1,182**	**1,061**	**829**	**707**	**2,606**	**3,681**	**2,319**	**1,238**	**1,182**	**1,598**	**1,681**	**19,848**	
Percent	**1.7**	**7.2**	**6.0**	**5.3**	**4.2**	**3.6**	**13.1**	**18.5**	**11.7**	**6.2**	**6.0**	**8.1**	**8.5**		**100.0**

Number of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not stated	Total	%
Fail to Yield	42	169	167	139	128	108	397	659	470	312	345	516	230	3,682	27.3
Traffic Control Device Disregarded	14	50	47	64	44	47	182	251	193	99	120	167	91	1,369	10.2
Following too Close	1	93	100	92	64	61	236	314	152	103	81	64	142	1,503	11.2
Driving Too Fast for Conditions	36	286	259	216	158	149	504	613	334	138	100	81	201	3,075	22.8
Exceeding Speed Limit	12	54	53	43	47	27	74	83	26	7	5	2	25	458	3.4
Turning Improperly	17	68	45	42	29	35	113	156	116	97	72	113	99	1,002	7.4
Passing or Improper Lane Use	13	59	54	59	49	38	134	186	137	70	62	133	141	1,135	8.4
Backing Unsafely	12	59	41	40	29	23	89	178	115	72	79	138	116	991	7.4
Pedestrian Error/Confusion	18	11	8	7	6	2	18	31	26	15	13	9	93	257	1.9
Total	**165**	**849**	**774**	**702**	**554**	**490**	**1,747**	**2,471**	**1,569**	**913**	**877**	**1,223**	**1,138**	**13,742**	
Percent	**1.2**	**6.3**	**5.7**	**5.2**	**4.1**	**3.6**	**13.0**	**18.3**	**11.6**	**6.8**	**6.5**	**9.1**	**8.4**		**100.0**

Number of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Human Condition	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not stated	Total	%
Backing	20	102	70	61	55	40	213	362	243	144	168	226	353	2,057	4.1
Changing Lanes	6	43	42	36	39	30	123	172	122	74	67	89	170	1,013	2.0
Enter. Park. Position	0	11	5	5	2	7	16	38	30	16	18	31	17	196	0.4
Going Straight	223	1,396	1,351	1,278	1,100	959	4,111	7,185	4,685	2,581	2,089	1,934	1,797	30,689	61.1
Merging	0	1	0	4	3	1	5	20	19	12	11	6	13	95	0.2
Overtaking	1	14	9	12	13	19	63	73	45	25	15	29	19	337	0.7
Slowing	6	89	85	102	76	74	292	490	346	167	127	133	197	2,184	4.3
Start Park. Pos.	7	13	10	12	14	20	61	59	58	35	40	56	54	439	0.9
Starting in Traffic	3	20	13	14	15	13	58	84	75	45	45	46	36	467	0.9
Stopped in Traffic	11	78	105	104	111	88	424	910	747	400	251	153	259	3,641	7.2
Turning Left	59	239	205	204	162	143	550	959	651	410	384	470	317	4,753	9.5
Turning Right	22	103	113	95	88	72	292	495	355	205	160	149	249	2,398	4.8
U-turn	5	19	9	20	4	5	34	43	23	16	11	21	28	238	0.5
Not Stated	14	12	18	15	9	10	71	116	46	27	28	27	1,347	1,740	3.5
Total	**377**	**2,140**	**2,035**	**1,962**	**1,691**	**1,481**	**6,313**	**11,706**	**7,226**	**4,332**	**3,374**	**3,292**	**4,856**	**52,247**	**100.0**

Section 6

Number of Charges Resulting from Accidents by Road System

Figure 6.1

Charge	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Unregistered Vehicle	33	32	151	16	232	2.0
Disobey Stop Sign	73	6	718	0	797	6.7
Fail to Signal	15	3	21	0	39	0.3
Speed Too Fast for Road Conditions	88	244	680	0	1,012	8.5
Driving W/O Due Care & Attention	418	200	904	34	1,556	13.1
Following Too Close	48	20	648	1	717	6.0
Fail to Drive Right of Centre	8	7	31	5	51	0.4
Improper Lane Change	14	0	326	0	340	2.9
Improper Turn	16	3	256	0	275	2.3
Fail to Yield Right of Way	87	74	1,810	8	1,979	16.7
Fail to Yield to Pedestrian	0	0	41	0	41	0.3
Disobey Traffic Signal	2	0	403	0	405	3.4
Inadequate Brakes	3	1	22	1	27	0.2
Unsafe Backing	6	15	496	10	527	4.4
No Driver's Licence	82	91	536	40	749	6.3
Operator Not Using Seat Belt	22	32	15	4	73	0.6
Dangerous Driving	21	7	61	7	96	0.8
Driving While Disqualified	14	16	95	14	139	1.2
Criminal Negligence	4	6	3	1	14	0.1
Fail to Remain at Scene	21	23	611	15	670	5.6
Impaired Driving	104	53	569	30	756	6.4
Refuse Breath Test	6	2	34	0	42	0.4
24 Hour Suspension	12	6	44	2	64	0.5
Other Offence	254	176	813	34	1,277	10.8
Total	**1,351**	**9,288**	**1,017**	**222**	**11,878**	
Percent	**11.4**	**78.5**	**8.6**	**1.9**		**100.0**

Number of Charges Resulting From Accidents by Driver Age

Figure 6.2

Charge	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Unregistered Vehicle	7	13	3	15	13	8	57	68	27	7	3	4	7	232	1.9
Disobey Stop Sign	3	29	43	41	35	23	101	138	98	61	80	137	8	797	6.7
Fail to Signal	0	3	2	0	0	1	3	7	7	3	6	6	1	39	0.3
Speed Too Fast for Road Conditions	12	143	111	99	64	53	181	164	105	40	34	31	2	1,039	8.7
Driving W/O Due Care & Attention	18	174	163	139	102	72	242	265	127	68	80	93	13	1,556	13.1
Following Too Close	1	61	54	46	34	37	140	135	74	50	37	37	5	711	6.0
Fail to Drive Right of Centre	1	3	3	3	2	1	10	7	6	3	6	6	0	51	0.4
Improper Lane Change	0	26	18	26	15	12	30	53	39	37	30	50	4	340	2.9
Improper Turn	2	15	14	7	6	9	35	44	33	31	35	41	3	275	2.3
Fail to Yield Right of Way	8	114	86	84	73	69	215	380	269	196	190	284	11	1,979	16.6
Fail to Yield to Pedestrian	1	3	3	1	0	2	6	6	3	5	2	9	0	41	0.3
Disobey Traffic Signal	1	11	15	29	13	20	49	86	58	31	36	55	1	405	3.4
Inadequate Brakes	0	3	3	2	2	1	4	1	3	1	2	3	2	27	0.2
Unsafe Backing	6	47	28	24	19	10	45	97	65	41	55	86	4	527	4.4
No Driver's Licence	77	48	32	46	52	42	171	157	61	23	14	18	8	749	6.3
Operator Not Using Seat Belt	1	3	5	6	7	3	15	17	8	2	2	3	1	73	0.6
Dangerous Driving	3	9	9	10	4	7	20	21	4	1	1	1	6	96	0.8
Driving While Disqualified	0	1	2	5	6	6	27	58	19	7	0	3	5	139	1.2
Criminal Negligence	0	2	1	0	0	1	3	4	2	0	0	0	1	14	0.1
Fail to Remain at Scene	14	27	19	43	29	25	115	145	50	24	14	15	150	670	5.6
Impaired Driving	3	13	20	35	31	32	141	220	123	62	40	25	11	756	6.4
Refuse Breath Test	0	1	1	1	0	1	5	17	4	2	6	2	2	42	0.4
24 Hour Suspension	0	2	8	3	3	6	9	16	7	4	2	0	4	64	0.5
Other Offence	28	79	75	71	49	59	218	274	127	63	61	106	57	1,277	10.7
Total	**186**	**830**	**718**	**736**	**559**	**500**	**1,842**	**2,380**	**1,329**	**762**	**736**	**1,015**	**306**	**11,899**	
Percent	**1.6**	**7.0**	**6.0**	**6.2**	**4.7**	**4.2**	**15.5**	**20.0**	**11.2**	**6.4**	**6.2**	**8.5**	**2.6**		**100.0**

Licensed Drivers, Drivers in Accidents and Charges by Driver Age

Figure 6.3

	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total
Licensed Drivers	6,167	12,041	12,288	12,682	12,299	11,847	60,503	152,311	124,039	81,148	72,617	80,658	0	638,600
Drivers in Accidents	377	2,140	2,035	1,962	1,691	1,481	6,313	11,006	7,445	4,157	3,414	3,370	4,856*	50,247
Drivers Charged	186	830	718	736	559	500	1,842	2,380	1,329	762	736	1,015	306	11,899

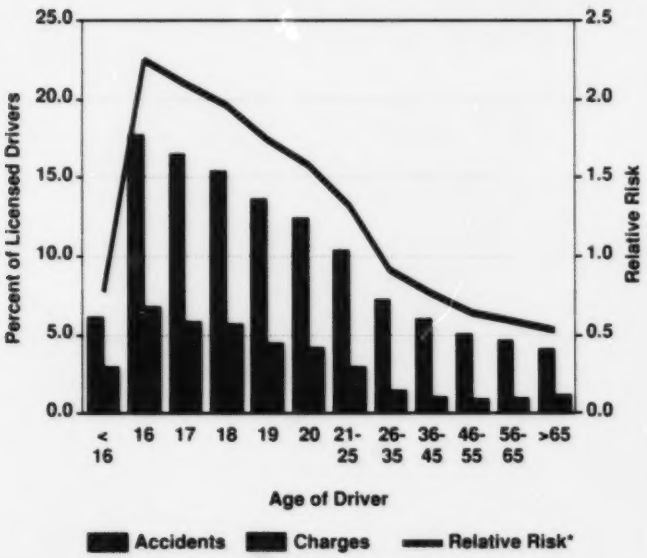
* Would include accidents such as hit and run where the driver is not apprehended.

Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 21 years of age, it is necessary to divide the groupings by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from TAIS.

Accidents and Charges by Licensed Driver

Figure 6.4



* Relative risk is calculated by dividing the accident rate for each age group by the average for all drivers.

1990 Accidents by Driver Age

Figure 6.5

Age of Driver	Property Damage	Personal Injury	Fatal	Total	Relative Risk*
Under 16	30.6	29.7	0.8	61.1	0.8
16	143.2	34.1	0.5	177.7	2.3
17	133.1	32.1	0.4	165.6	2.1
18	126.3	27.8	0.6	154.7	2.0
19	110.2	26.7	0.7	137.5	1.7
20	100.6	23.6	0.8	125.0	1.6
21-25	84.5	19.5	0.4	104.3	1.3
26-35	59.0	13.0	0.3	72.3	0.9
36-45	49.1	10.7	0.2	60.0	0.8
46-55	42.1	8.9	0.3	51.2	0.7
56-65	38.8	7.9	0.3	47.0	0.6
Over 65	34.8	6.7	0.3	41.8	0.5
Average Rate	**64.7**	**13.7**	**0.3**	**78.7**	**1.0**

* The relative risk of being involved in an accident is calculated by dividing the total accident rate for each age group, by the average rate for all drivers (i.e. 8.3).

The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16 to 20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

For any one accident, a maximum of two charges are recorded in TAIS even if more charges were actually laid. The most common charge for 36 year old drivers is "failure to yield right of way" while 18 year olds are charged mostly with "driving without due care and attention". Young drivers had a disproportionately large number of charges laid as a result of accidents. Figure 6.3 shows that on average 18 year olds received 6 times more charges after accidents than 36 year olds, 736 as compared to 133.

Figure 6.4 and 6.5 show that the relative risk of an 18 year old driver being involved in an accident in 1990 was 2.5 times greater than a 36 year old. On average 15% of 18 year olds were involved in an accident, compared to 6.0 of the 36 year olds.

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. Studies indicate that the risk of having an accident is a factor of driving experience and not age.

Section 7

Vehicle Occupant Injuries by Restraint Use and Severity

Figure 7.1

	Minor	Moderate	Major	Fatal
Seatbelts Used	1,750	2,824	479	50
Seatbelts Not Used	226	564	311	62
Seatbelt Use Not Stated	180	209	108	18

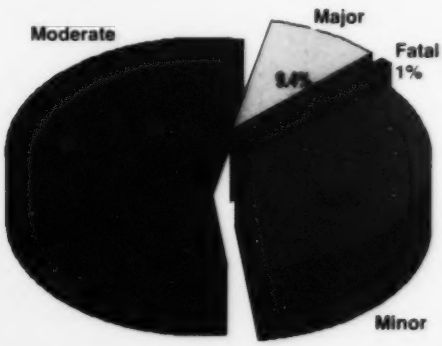
Injury Classification:

Minor - No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.
Moderate - Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.
Major - Hospitalized. Victim went to the hospital and was admitted for treatment or observation.
Fatal - Death within 30 days caused by injuries sustained in the accident.

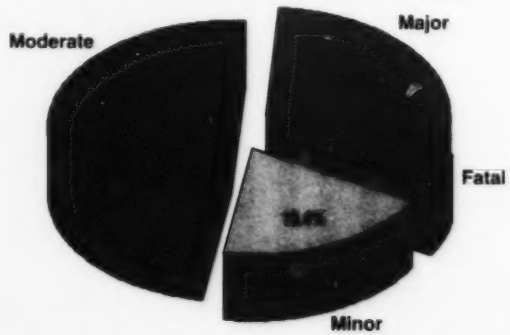
Percent of Vehicle Occupant Injuries by Severity and Seatbelt Use

Figure 7.2

Seatbelts Used

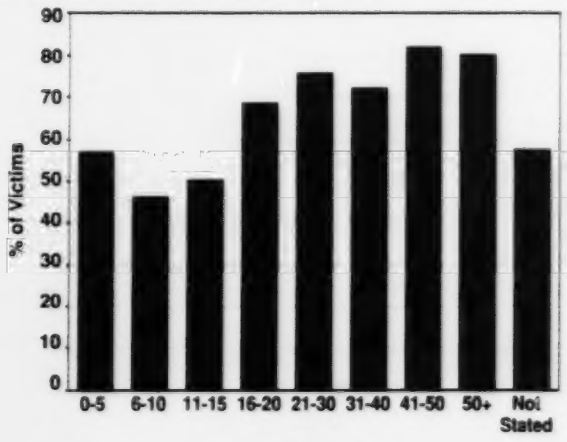


Seatbelts Not Used



Restraint Use of Victims by Age

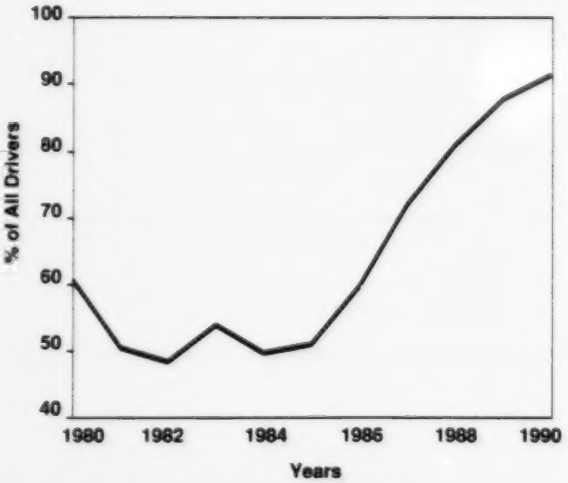
Figure 7.3



NOTE: TAIS only records victims (injured or killed) in traffic accidents. For this reason it is not known how many persons were not injured or killed because they were restrained by seatbelts.

Seatbelt Usage in Saskatchewan by Year

Figure 7.4



Seatbelt usage is based on Transport Canada seatbelt surveys for Saskatchewan. Reference can be made to page 43 for other provinces.

Number of Vehicles in Accidents by Vehicle Type & Road System

Figure 8.1

Vehicle Type	Provincial Highways	Rural Roads	Urban Streets	Other	Total	%
Auto	3,827	1,954	28,879	336	34,996	64.0
Trucks 5000 kg & Under	1,882	1,962	8,038	296	12,178	22.3
Vans 5000 kg & Under	539	224	2,377	60	3,200	5.9
Trucks over 5000 kg	144	153	416	17	730	1.3
Semi-trailer power units	390	80	374	16	860	1.6
Motorcycle	36	27	191	8	262	0.5
Moped/Power Bicycle	0	1	2	2	5	0.0
Bicycle	8	1	264	2	275	0.5
Transit Bus	4	0	153	0	157	0.3
Inter-city Bus	6	2	23	1	32	0.1
School Bus	4	15	63	8	90	0.2
Other Bus	7	0	26	0	33	0.1
Ambulance/Police/Fire	7	0	26	3	36	0.1
Motorhome	22	2	27	5	56	0.1
*Snowmobile	4	10	15	12	41	0.1
Construction/Maint. Equip.	30	26	66	6	128	0.2
Farm Equip.	12	37	13	0	62	0.1
*Off-Highway Vehicle	1	2	5	3	11	0.0
Not Stated	37	15	1,422	33	1,507	2.8
Total	**6,960**	**4,511**	**42,380**	**808**	**54,659**	**100.0**

Number of Vehicles in Accidents by Vehicle Type & Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Auto	29,090	5,812	94	34,996	64.0
Trucks 5000 kg & Under	10,289	1,833	56	12,178	22.3
Vans 5000 kg & Under	2,690	493	17	3,200	5.9
Trucks over 5000 kg	604	121	5	730	1.3
Semi-trailer power units	693	149	18	860	1.6
Motorcycle	92	166	4	262	0.5
Moped/Power Bicycle	1	4	0	5	0.0
Bicycle	20	251	4	275	0.5
Transit Bus	133	24	0	157	0.3
Inter-city Bus	29	3	0	32	0.1
School Bus	78	12	0	90	0.2
Other Bus	31	2	0	33	0.1
Ambulance/Police/Fire	28	8	0	36	0.1
Motorhome	48	7	1	56	0.1
*Snowmobile	22	18	1	41	0.1
Construction/Maint. Equip.	110	18	0	128	0.2
Farm Equip.	52	8	2	62	0.1
*Off-Highway Vehicle	4	7	0	11	0.0
Not Stated	1,462	45	0	1,507	2.8
Total	**45,476**	**8,981**	**202**	**54,659**	**100.0**

* TAIS only records accidents occurring on public roads. Therefore many of the accidents involving snowmobiles and off-highway vehicles would not be included in this number.

The standard passenger car and pick-up truck is involved in 86.3% of all the accidents. Other special categories, such as all-terrain vehicles, large trucks and school buses are of special interest to various groups and users.

Section 8

Number of Vehicles in Accidents by Severity and Pre-Collision Vehicle Action Figure 8.3

Pre-Collision Vehicle Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight	24,736	5,781	172	33,087	25.2
Turning Right	2,096	301	1	37,840	28.8
Turning Left	3,979	762	12	7,389	5.6
Making U-Turn	216	22	0	5,430	4.1
Starting from Parked Position	413	26	0	873	0.7
Entering Parked Position	192	4	0	1,102	0.8
Starting in Traffic	371	96	0	2,847	2.2
Slowing or Stopping	1,702	480	2	6,292	4.8
Stopped in Traffic	2,679	959	3	10,004	7.6
Parked Legally	3,957	219	3	8,053	6.1
Parked Illegally	213	20	0	5,425	4.1
Changing Lanes	917	95	1	1,583	1.2
Overtaking	280	51	6	1,445	1.1
Merging	83	12	0	2,489	1.9
Backing	1,991	65	1	3,892	3.0
Not Stated	1,651	88	1	3,797	2.9
Total	**45,476**	**8,981**	**202**	**131,548**	**100.0**

Number of Drivers by Accident Configuration & Driver Age Figure 8.4

Accident Configuration	Under 16	16	17	18	19	20	21-25	26-35	36-45	46-55	56-65	Over 65	Not Stated	Total	%
Single Vehicle															
On Road	42	328	312	284	263	232	996	1,903	1,304	778	579	415	219	7,655	15.2
Left Ditch	30	161	113	91	69	47	202	314	168	95	77	63	26	1,456	2.9
Right Ditch	34	176	116	112	98	81	308	469	294	129	129	80	21	2,047	4.1
Multiple Vehicle															
Rear End	38	451	479	448	369	339	1,464	2,487	1,706	940	644	546	1,478	11,389	22.7
Right Angle	111	422	430	407	353	329	1,402	2,487	1,693	981	870	1,100	630	11,215	22.3
Sideswipe - Same Direction	17	88	51	64	62	49	239	361	239	139	124	135	351	1,919	3.8
Sideswipe - Opposing Direction	2	31	31	46	34	24	111	209	142	87	66	58	98	939	1.9
Head On	4	23	25	22	20	22	79	145	111	73	48	39	60	671	1.3
Left Turn - Head On	24	103	133	145	132	104	494	785	527	269	278	291	180	3,465	6.9
Passing - Left Turn	17	76	68	75	62	55	247	371	238	148	159	166	143	1,825	3.6
Passing - Right Turn	8	52	63	55	55	52	168	295	230	122	94	104	126	1,424	2.8
Other	50	229	214	213	174	147	603	1,180	793	396	346	373	1,524	6,242	12.4
Total	**377**	**2,140**	**2,035**	**1,962**	**1,691**	**1,481**	**6,313**	**11,006**	**7,445**	**4,157**	**3,414**	**3,370**	**4,856**	**50,247**	
Percent	**0.8**	**4.3**	**4.0**	**3.9**	**3.4**	**2.9**	**12.6**	**21.9**	**14.8**	**8.3**	**6.8**	**6.7**	**9.7**		**100.0**

Accident analysis by driver age makes it possible to design specific safety programs for special age groups. Increasingly, drivers aged 16 to 20 are being identified as a problem area. 9,309 drivers from this group were involved in accidents in 1990.

Number of Victims by Hour of Occurrence and Age of Victim

Figure 9.1

Accident Hour	0-5	6-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
12 to 1 a.m.	1	0	10	74	47	16	14	9	6	177	2.3
1 to 2 a.m.	3	0	11	67	60	21	9	5	5	181	2.3
2 to 3 a.m.	0	0	11	98	102	24	4	6	4	249	3.2
3 to 4 a.m.	1	0	7	60	44	8	4	3	4	131	1.7
4 to 5 a.m.	0	1	2	45	26	5	1	0	4	84	1.1
5 to 6 a.m.	2	0	13	23	30	13	5	4	1	91	1.3
6 to 7 a.m.	3	0	3	30	36	18	8	7	3	108	1.4
7 to 8 a.m.	5	2	2	33	55	43	17	24	9	190	2.4
8 to 9 a.m.	6	13	23	60	80	57	38	41	5	323	4.1
9 to 10 a.m.	14	7	7	20	49	39	27	59	4	226	2.9
10 to 11 a.m.	17	14	9	36	65	37	39	82	13	312	4.0
11 to 12 a.m.	19	14	18	45	90	44	48	88	7	373	4.8
12 to 1 p.m.	19	12	23	64	103	80	50	71	17	439	5.6
1 to 2 p.m.	13	11	20	84	99	61	41	107	8	444	5.7
2 to 3 p.m.	16	21	28	77	107	64	40	104	18	475	6.1
3 to 4 p.m.	26	36	46	142	121	93	64	142	18	688	8.8
4 to 5 p.m.	22	37	52	105	143	95	73	95	16	638	8.2
5 to 6 p.m.	18	27	40	104	115	98	45	92	22	561	7.2
6 to 7 p.m.	17	25	33	78	98	99	40	63	17	470	6.0
7 to 8 p.m.	15	12	29	88	104	67	31	60	9	415	5.3
8 to 9 p.m.	16	16	24	54	79	45	35	61	19	349	4.5
9 to 10 p.m.	7	14	30	90	93	53	28	39	15	369	4.7
10 to 11 p.m.	0	4	18	89	49	29	15	29	11	244	3.1
11 to 12 p.m.	4	3	20	68	47	34	23	12	8	219	2.8
Not Stated	3	3	4	17	12	8	5	10	7	69	0.9
Total	**247**	**272**	**483**	**1,651**	**1,854**	**1,151**	**704**	**1,213**	**250**	**7,825**	
	3.2	**3.5**	**6.2**	**21.1**	**23.7**	**14.7**	**9.0**	**15.5**	**3.2**		**100.0**

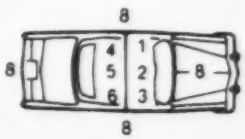
Number of Victims by Position In/On Vehicle and Age of Victim

Figure 9.2

Position	0-5	6-10	11-15	16-20	21-25	26-35	36-45	46-55	Over 55	Not Stated	Total	%
Driver 1	21	66	116	960	649	1,065	685	388	577	35	4,562	58.3
Passenger 2	36	16	39	86	48	52	20	13	27	30	367	4.7
Passenger 3	45	33	145	354	178	263	131	112	247	97	1,605	20.5
Passenger 4	24	27	37	50	24	23	3	8	11	15	222	2.8
Passenger 5	31	14	28	29	8	5	5	3	8	11	142	1.8
Passenger 6	26	38	48	77	26	35	10	12	22	21	315	4.0
Passenger 7	6	11	14	18	3	1	2	1	0	2	58	0.7
Pedestrian	48	58	47	52	23	50	46	26	71	18	439	5.6
Riding On	2	4	5	5	5	5	1	1	3	0	31	0.4
Not Stated	8	5	4	20	6	8	4	3	5	21	84	1.1
Total	**247**	**272**	**483**	**1,651**	**970**	**1,507**	**907**	**567**	**971**	**250**	**7,825**	
Percent	**3.2**	**3.5**	**6.2**	**21.1**	**12.4**	**19.3**	**11.6**	**7.2**	**12.4**	**3.2**		**100.0**

Positions Definitions:

Position 1 - driver, includes cyclists and motorcyclists.
Position 2 and 3 - front seat passengers and motorcycle/snowmobile passengers seated behind the driver.
Position 4, 5 and 6 - rear seat passengers.
Position 7 - occupants of the load area of a truck, third seat or load area of station wagon or van and all bus passengers.
Position 8 - persons riding or hanging on the outside of the vehicle.



Section 9

Number of Victims by Month of Occurrence and Age of Victim

Figure 9.3

Accident Month	0-5	6-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
January	12	22	21	117	164	114	68	109	17	644	8.2
February	23	17	25	84	140	98	48	99	21	555	7.1
March	22	22	25	85	150	78	42	90	18	532	6.8
April	11	17	40	112	105	93	42	70	10	500	6.4
May	16	21	52	142	125	92	51	79	18	596	7.6
June	30	29	67	205	160	93	61	109	36	790	10.1
July	24	31	58	171	188	109	56	130	20	787	10.1
August	30	31	60	171	172	69	65	108	21	727	9.3
September	27	34	50	183	155	109	70	110	36	774	9.9
October	18	20	37	142	160	94	56	115	13	655	8.4
November	17	6	20	118	177	98	81	104	19	640	8.2
December	17	22	28	121	156	104	64	88	21	621	7.9
Not Stated	0	0	0	0	2	0	0	2	0	4	0.1
Total	**247**	**272**	**483**	**1,651**	**1,854**	**1,151**	**704**	**1,213**	**250**	**7,825**	
Percent	**3.2**	**3.5**	**6.2**	**21.1**	**23.7**	**14.7**	**9.0**	**15.5**	**3.2**		**100.0**

Number of Victims by Age of Victim & Road System

Figure 9.4

	Provincial Highways		Rural Roads		Urban Streets		Other		Total		Total	
Age	Inj	Kill	Inj	Kill	Inj	Kill	Inj	Kill	Injured	%	Killed	%
0-5	58	1	27	0	149	1	10	1	244	3.2	3	1.9
6-10	57	0	19	1	190	1	4	0	270	3.5	2	1.3
11-15	94	2	105	2	257	1	22	0	478	6.2	5	3.2
16-20	349	13	373	9	854	3	48	2	1,624	21.2	27	17.5
21-30	377	16	253	11	1,113	5	74	5	1,817	23.7	37	24.0
31-40	255	9	119	6	721	1	36	4	1,131	14.7	20	13.0
41-50	168	7	86	1	418	2	20	2	692	9.0	12	7.8
Over 50	342	28	127	12	672	6	25	1	1,166	15.2	47	30.5
Not Stated	56	1	24	0	156	0	13	0	249	3.2	1	0.6
Total	**1,756**	**77**	**1,133**	**42**	**4,530**	**20**	**252**	**15**	**7,671**		**154**	
Percent	**22.4**	**1.0**	**14.5**	**0.5**	**57.9**	**0.3**	**3.2**	**0.2**		**97.5**		**2.5**

Number of Victims by Day of Week of Occurrence and Age of Victim

Figure 9.5

Accident Day	0-5	6-10	11-15	16-20	21-30	31-40	41-50	Over 50	Not Stated	Total	%
Monday	35	36	61	175	214	161	92	162	35	971	12.4
Tuesday	30	36	61	204	223	173	89	198	32	1,046	13.4
Wednesday	32	38	47	169	210	161	103	161	22	943	12.1
Thursday	39	38	61	193	254	174	105	199	37	1,100	14.1
Friday	46	49	78	267	323	179	126	216	58	1,342	17.2
Saturday	33	40	103	374	339	178	110	148	43	1,368	17.5
Sunday	32	35	72	269	288	124	79	127	23	1,049	13.4
Not Stated	0	0	0	0	3	1	0	2	0	6	0.1
Total	**247**	**272**	**483**	**1,651**	**1,854**	**1,151**	**704**	**1,213**	**250**	**7,825**	
Percent	**3.2**	**3.5**	**6.2**	**21.1**	**23.7**	**14.7**	**9.0**	**15.5**	**3.2**		**100.0**

Number of Accidents Involving Fixed Objects

Figure 10.1

Fixed Object	Property Damage	Personal Injury	Fatal	Total	% of Total
Approach	92	91	3	186	0.4
Traffic Barricade	48	2	0	50	0.1
Building Wall	182	27	1	210	0.5
Bridge Structure	85	23	2	110	0.2
Crash Cushion	78	19	0	97	0.2
Culvert	50	17	0	67	0.2
Curbing	705	161	3	869	2.0
Delineator Post	14	2	0	16	0.0
Ditch Bottom/Back Slope	1,094	534	24	1,652	3.7
Fence	414	65	0	479	1.1
Fire Hydrant	86	9	0	95	0.2
Gravel Pile	20	8	1	29	0.1
Guard Rail	238	29	1	268	0.6
Light Standard	300	56	0	356	0.8
Median/Barrier	97	18	1	116	0.3
Parking Meter	17	0	0	17	0.0
Power Pole	342	49	1	392	0.9
Rocks	79	18	0	97	0.2
Sign Post	375	52	3	430	1.0
Signal Standard	125	35	0	160	0.4
Snow Bank	259	73	0	332	0.7
Tree/Bush	530	109	0	639	1.4
Fixed Objects Total	**5,230**	**1,397**	**40**	**6,667**	**15.0**

Number of Accidents Involving Movable Objects

Figure 10.2

Movable Object	Property Damage	Personal Injury	Fatal	Total	% of Total
Animal	4,489	112	2	4,603	10.4
Another Vehicle	17,287	3,580	77	20,944	47.2
Bicyclist	23	223	4	250	0.6
Construction Machinery	54	7	0	61	0.1
Farm Machinery	53	8	1	62	0.1
Maintenance Machinery	42	3	0	45	0.1
Pedestrian	19	397	10	426	1.0
Train	43	12	7	62	0.1
Movable Objects Total	**22,010**	**4,342**	**101**	**26,453**	**59.6**

Number of Accidents Involving Non-Collision Events

Figure 10.3

Event	Property Damage	Personal Injury	Fatal	Total	% of Total
Fire/Explosion	244	17	2	263	0.6
Overturned	1,370	1,053	57	2,480	5.6
Ran Off The Road	2,340	1,220	67	3,627	8.2
Skidding/Sliding	3,651	1,145	46	4,842	10.9
Submersion	22	6	0	28	0.1
Total	**7,627**	**3,441**	**172**	**11,240**	**25.3**

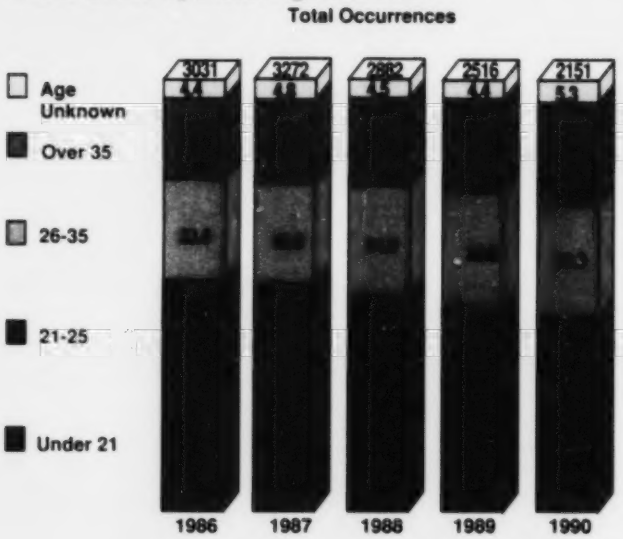
TAIS recognizes that an accident is usually the result of a chain of events. The accident data system records up to 3 events in order of importance for each vehicle involved in the accident.

This section summarizes the 44,360 events that took place in the 32,611 accidents. It should also be noted that the above figure shown represents the number of accidents in which an event occurred, not the total number of occurrences of that event.

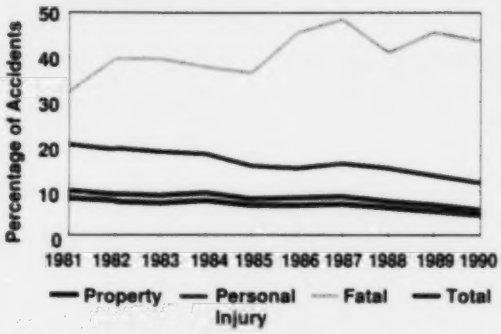
Section 11

Accidents Involving Alcohol

Percentage of Impaired/Had Been Drinking Occurrences by Driver Age and Year **Figure 11.1**



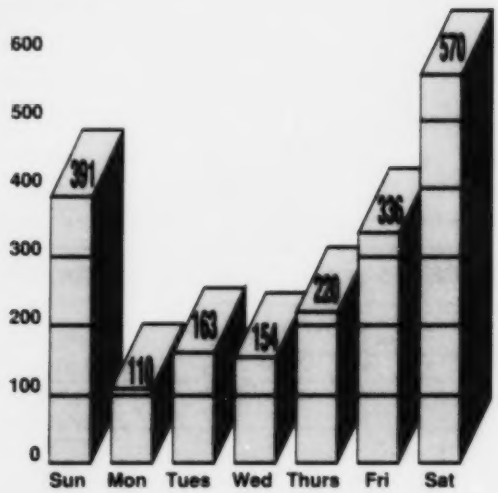
Percentage of Accidents Involving Alcohol by Year **Figure 11.2**



The increased number of alcohol involved fatal accidents since 1986 is partly attributed to improved reporting procedures. Alcohol involvement of all traffic fatalities is confirmed with the reporting police agency after all investigations and test results have been completed. This procedure is estimated to have affected yearly totals by ten percent.

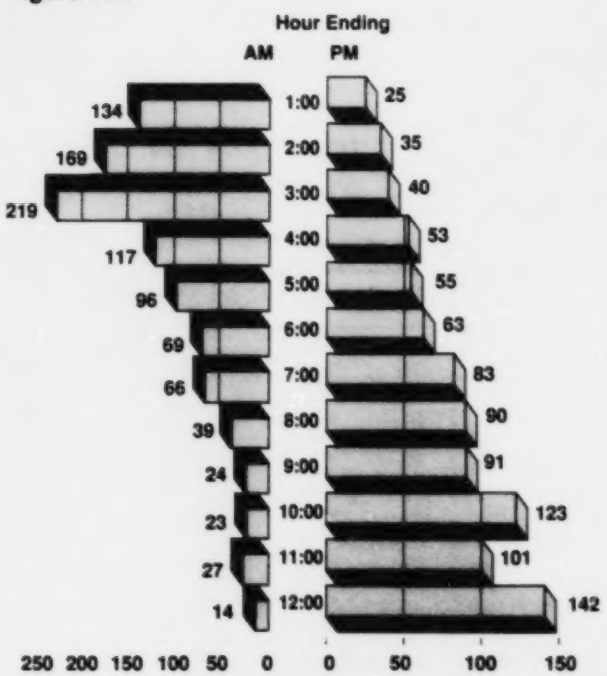
Number of Alcohol Related Accidents by Day of Week

Figure 11.3



Number of Alcohol Related Accidents By Time of Day

Figure 11.4



1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
1-01 Manitoba Border - Moosomin	19.9	2,215	16	3	0	19	1.18	7	0
1-02 Moosomin - Whitewood	46.9	2,180	22	5	0	27	0.72	7	0
1-03 Whitewood - Broadview	23.9	2,695	14	1	0	15	0.64	2	0
1-04 Broadview - Grenfell	24.8	2,540	6	6	0	12	0.52	9	0
1-05 Grenfell - Indian Head	57.2	2,615	12	11	3	26	0.48	31	4
1-06 Indian Head - Qu'Appelle	13.8	3,240	8	11	0	19	1.16	27	0
1-07 Qu'Appelle - Balgonie	29.4	3,710	20	9	0	29	0.73	15	0
1-08 Balgonie - Regina	21.9	11,725	46	15	0	61	0.65	22	0
1-10 Regina - Jct Hwy 39	56.6	7,530	57	17	2	76	0.49	27	2
1-11 Jct Hwy 39- Moose Jaw	4.8	8,535	5	3	0	8	0.53	4	0
1-12 Moose Jaw - N Jct Hwy 2	5.5	4,505	1	0	0	1	0.11	0	0
1-13 N Jct Hwy 2 - Mortlach	45.3	3,715	48	5	0	53	0.86	9	0
1-14 Mortlach - Chaplin	36.0	2,795	27	9	0	36	0.98	16	0
1-15 Chaplin - W Jct Hwy 19	25.6	2,990	16	4	0	20	0.72	5	0
1-16 W. Jct. Hwy 19 - Rush Lake	32.6	3,135	7	4	1	12	0.32	7	1
1-17 Rush Lake - Swift Current	30.6	4,155	21	6	1	28	0.60	11	1
1-18 Swift Current - Jct Hwy 32	9.3	4,985	9	2	0	11	0.65	5	0
1-19 Jct Hwy 32 - Gull Lake	46.3	3,060	39	9	1	49	0.95	16	1
1-20 Gull Lake - Sidewood	34.3	2,540	34	6	0	40	1.26	9	0
1-21 Sidewood - Maple Creek	38.9	2,405	44	11	0	55	1.61	14	0
1-22 Maple Creek - Alberta Border	39.6	2,140	24	7	1	32	1.03	19	2
2-01 U.S. Border - Rock Glen	49.3	195	5	1	0	6	1.71	1	0
2-02 Rock Glen - Assiniboia	53.5	435	7	0	1	8	0.94	0	1
2-03 Assiniboia - Jct Hwy 43	27.7	955	6	1	0	7	0.72	1	0
2-04 Jct Hwy 43 - Jct Hwy 36	44.4	885	17	6	0	23	1.60	11	0
2-05 Jct Hwy 36 - Moose Jaw S	26.9	1,465	16	4	0	20	1.39	6	0
2-06 Moose Jaw S - Moose Jaw N	6.9	3,830	3	2	0	5	0.52	4	0
2-07 Moose Jaw N - Tuxford	17.9	2,025	3	2	0	5	0.38	2	0
2-08 Tuxford - Chamberlain	33.3	820	14	2	0	16	1.61	3	0
2-09 Findlater - Liberty	33.6	385	1	0	0	1	0.21	0	0
2-10 Liberty - Imperial	29.3	445	3	1	0	4	0.84	3	0
2-11 Imperial - Watrous	36.0	710	1	0	0	1	0.11	0	0
2-12 Watrous - Young	23.1	940	10	0	0	10	1.26	0	0
2-13 Young - Jct Hwy 16	22.0	750	2	0	0	2	0.33	0	0
2-14 Jct Hwy 16 - S Jct Hwy 5	19.9	405	1	1	0	2	0.68	2	0
2-15 S. Jct Hwy 5 - Jct Hwy 27	21.6	710	8	1	0	9	1.61	2	0
2-16 Jct Hwy 27 - Wakaw	35.3	600	5	3	0	8	1.03	5	0
2-17 Wakaw - St. Louis	32.9	890	2	2	0	4	0.37	2	0
2-18 St. Louis - Prince Albert	26.3	1335	7	2	0	9	0.70	2	0
2-19 Prince Albert S - Jct Hwy 55	4.4	7,665	6	0	0	6	0.49	0	0
2-20 Jct Hwy 55 - Christopher Lake	37.2	4,660	27	6	0	33	0.52	12	0
2-21 Christopher Lake - Jct Hwy 264	37.0	1,555	14	2	0	16	0.76	5	0
2-22 Jct Hwy 264 - Weyakwin Lake	45.7	650	6	0	0	6	0.55	0	0
2-23 Weyakwin Lake - Jct Hwy 165	85.7	545	15	5	0	20	1.17	8	0
2-24 Jct Hwy 165 - La Ronge	32.4	765	3	4	1	8	0.88	6	1
3-01 Manitoba Border - Erwood	35.4	115	8	0	0	8	5.38	0	0
3-02 Erwood - Hudson Bay	14.1	646	7	0	0	7	2.11	0	0
3-03 Hudson Bay - Prairie River	40.9	550	20	1	1	22	2.68	3	1
3-04 Prairie River - S Jct Hwy 23	53.3	530	7	5	0	12	1.16	11	0
3-05 S Jct Hwy 23 - Tisdale	21.4	1,390	4	1	0	5	0.46	1	0
3-06 Tisdale - Melfort	36.7	1,955	16	5	0	21	0.80	6	0
3-07 Melfort - Kinistino	29.1	1,755	7	1	0	8	0.43	3	0
3-08 Kinistino - Birch Hills	27.3	1,670	6	3	0	9	0.54	10	0
3-09 Birch Hills - Prince Albert	35.0	2,445	13	4	1	18	0.58	9	1
3-11 Prince Albert - Shellbrook	43.1	2,510	22	8	0	30	0.76	17	0
3-12 Shellbrook - Cameo	10.3	1,125	1	0	0	1	0.24	0	0
3-13 Cameo - Shell lake	46.6	605	16	4	1	21	2.04	7	1
3-14 Shell Lake - Spiritwood	24.6	840	15	0	0	15	1.99	0	0
3-15 Spiritwood - Glaslyn	55.5	540	17	5	0	22	2.01	10	0
3-16 Glaslyn - Turtleford	45.6	425	8	0	0	8	1.13	0	0
3-17 Jct Hwy 26 - N Sask. River	30.0	705	18	2	0	20	2.59	4	0
3-18 N Sask. River - Alberta Border	26.4	800	2	6	0	8	1.04	9	0
4-01 U.S. Border - Val Marie	31.3	190	2	0	0	2	0.92	0	0

Section 12

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
4-02 Val Marie - Cadillac	54.7	275	9	2	0	11	2.00	3	0
4-03 Cadillac - Jct Hwy 43	26.3	570	7	2	0	9	1.64	4	0
4-04 Jct Hwy 43 - Swift Current	38.8	1,700	22	2	0	24	1.00	2	0
4-05 Swift Current - Sask. Landing	48.7	1,320	47	6	0	53	2.26	7	0
4-06 Sask. Landing - Sanctuary	41.7	1,055	12	2	0	14	0.87	5	0
4-07 Sanctuary - Elrose	23.5	795	7	1	1	9	1.32	4	1
4-08 Elrose - Rosetown	37.8	1,200	7	3	1	11	0.66	4	1
4-09 Rosetown - Jct Hwy 31	11.7	1,400	2	0	0	2	0.33	0	0
4-10 Jct Hwy 31 - Biggar	46.8	600	8	2	0	10	0.98	2	0
4-11 Biggar - Struan Grid	34.3	530	6	0	0	6	0.90	0	0
4-12 Struan Grid - Red Pheasant	20.9	310	3	0	0	3	1.27	0	0
4-13 Red Pheasant - Battleford	35.7	1,045	11	3	0	14	1.03	3	0
4-14 Battleford - Jct Hwy 26	21.7	4,185	9	4	1	14	0.42	8	2
4-15 Jct Hwy 26 - Cochin	17.3	1,700	7	1	0	8	0.75	1	0
4-16 Cochin - Glaslyn	29.6	1,140	13	0	0	13	1.06	0	0
4-17 Glaslyn - Meadow Lake	89.1	800	23	3	0	26	1.00	8	0
4-18 Meadow Lake - Jct Hwy 104	30.5	495	8	0	1	9	1.63	3	1
5-01 Togo - Kamsack	33.4	430	4	2	0	6	1.14	2	0
5-02 Kamsack - Canora	37.0	1000	7	0	0	7	0.52	0	0
5-03 Canora - Invermay	54.7	640	7	1	0	8	0.63	3	0
5-04 Invermay - Wadena	46.5	700	9	4	0	13	1.09	8	0
5-05 Wadena - Watson	54.1	805	14	1	0	15	0.94	1	0
5-06 Watson - Humboldt	41.2	1,710	21	1	0	22	0.86	1	0
5-07 Humboldt - N Jct Hwy 2	44.1	1,700	18	2	1	21	0.77	5	1
5-08 S. Jct. 2 - Patience Lake	40.8	1,655	13	5	1	19	0.77	7	1
5-09 Patience Lake - Saskatoon	11.4	2,980	14	0	0	14	1.13	0	0
5-10 College Drive in Saskatoon	8.1	14,115	1	4	0	5	0.12	9	0
6-01 U.S. Border - Jct Hwy 18	16.4	315	1	0	0	1	0.53	0	0
6-02 Jct Hwy 18 - Jct Hwy 13	55.6	400	10	0	0	10	1.23	0	0
6-03 Jct Hwy 13 - S Jct Hwy 39	43.3	625	5	3	0	8	0.81	7	0
6-04 S Jct Hwy 39 - Regina South	38.1	2,900	20	7	0	27	0.67	8	0
6-05 Regina South - Regina North	3.7	12,590	5	2	0	7	0.41	2	0
6-06 Regina North - Piapot I.R.	26.4	2,425	13	5	1	19	0.81	13	1
6-07 Piapot I.R. - Southey	24.2	1,955	15	4	0	19	1.10	5	0
6-08 Southey - Raymore	54.1	1,150	9	3	1	13	0.57	6	1
6-09 Raymore - Dafoe	38.0	915	8	2	0	10	0.79	3	0
6-10 Dafoe - Watson	43.0	915	10	3	0	13	0.91	3	0
6-11 Watson - Naicam	32.8	1,460	7	4	1	12	0.69	8	4
6-12 Naicam - Silver Park	26.6	1,355	7	4	0	11	0.84	4	0
6-13 Silver Park - Melfort	25.2	1,905	7	1	0	8	0.46	1	0
6-14 Melfort - Gronlid	32.0	840	4	3	0	7	0.71	4	0
6-15 Gronlid - Choiceland	43.8	285	4	1	0	5	1.10	1	0
7-01 Saskatoon - Jct Hwy 60	6.0	5,705	9	6	2	17	1.36	14	3
7-02 Jct Hwy 60 - Delisle	30.4	3,775	21	5	0	26	0.62	7	0
7-03 Delisle - Harris	37.9	2,110	21	7	1	29	0.99	23	1
7-04 Harris - Rosetown	36.4	2,270	33	4	0	37	1.23	4	0
7-05 Rosetown - Brock	52.4	1,555	35	7	0	42	1.41	12	0
7-06 Brock - Kindersley	31.0	1,895	14	2	0	16	0.75	6	0
7-07 Kindersley - Jct Hwy 307	21.2	1,820	8	0	0	8	0.57	0	0
7-08 Jct Hwy 307 - Alsask	40.0	1,055	11	3	0	14	0.91	5	0
8-01 U.S. Border - Carievale	19.9	200	2	0	0	2	1.38	0	0
8-02 Carievale - Redvers	45.6	305	13	1	0	14	2.76	1	0
8-03 Redvers - Fairlight	34.0	355	2	0	0	2	0.45	0	0
8-04 Fairlight-Moosomin	29.9	560	15	0	1	16	2.62	0	1
8-05 Moosomin - Qu'Appelle River	40.5	835	10	1	0	11	0.89	1	0
8-06 Qu'Apelle River - Langenburg	41.9	500	3	1	0	4	0.52	1	0
8-07 Churchbridge - Wroxton	35.3	225	1	0	0	1	0.34	0	0
8-08 Wroxton - Kamsack	39.5	485	14	0	0	14	2.00	0	0
8-09 Kamsack - Pelly	32.3	625	9	1	0	10	1.36	1	0
8-10 Pelly - Norquay	41.4	245	6	1	0	7	1.89	1	0
9-01 U.S. Boarder - Jct Hwy 18	26.8	330	2	0	0	2	0.62	0	0
9-02 Jct Hwy 18 - Carlyle	46.9	855	18	4	0	22	1.50	6	0
9-03 Carlyle - Jct Hwy 48	43.5	1,225	26	6	0	32	1.65	8	0

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
9-04 Jct Hwy 48 - Whitewood	36.5	660	4	1	0	5	0.57	1	0
9-05 Whitewood - Qu'Appelle River	19.6	890	5	2	0	7	1.10	2	0
9-06 Qu'Appelle - Jct Hwy 22	36.5	720	4	1	0	5	0.52	1	0
9-07 Jct Hwy 22 - Jct Hwy 15	21.3	725	4	1	0	5	0.89	1	0
9-08 Jct Hwy 15 - Yorkton	34.0	970	10	3	1	14	1.16	10	1
9-09 Yorkton - Canora	46.5	2,230	27	6	0	33	0.87	9	0
9-10 Canora - Jct Hwy 49	25.9	1,110	10	6	0	16	1.52	9	0
9-11 Jct Hwy 49 - Preeceville	20.0	1,170	11	0	0	11	1.29	0	0
9-12 Preeceville - Usherville	31.0	500	4	3	0	7	1.24	3	0
9-13 Usherville - Bertwell	42.5	210	10	1	0	11	3.38	1	0
9-14 Bertwell - Hudson Bay	38.6	610	12	1	1	14	1.63	8	1
9-15 Hudson Bay - Manitoba Border	123.1	180	14	0	0	14	1.73	0	0
10-01 Manitoba Border - Wroxton	25.0	650	17	0	0	17	2.87	0	0
10-02 Wroxton - Yorkton	39.0	1,435	20	3	0	23	1.13	4	0
10-03 Yorkton - Melville	40.3	2,830	20	4	0	24	0.58	9	0
10-04 Melville - Jct Hwy 22	46.2	2,200	14	1	0	15	0.40	2	0
10-05 Jct Hwy 22 - Fort Qu'Appelle	26.0	1,630	12	4	0	16	1.03	8	0
10-06 Fort Qu'Appelle - Balgonie	46.4	3,090	35	7	1	43	0.82	9	1
11-01 Regina - Lumsden	25.9	6,825	28	8	0	36	0.56	10	0
11-02 Lumsden - Bethune	25.9	3,670	19	5	0	24	0.69	7	0
11-03 Bethune - E Jct Hwy 2	19.3	2,945	12	1	0	13	0.63	2	0
11-04 E Jct Hwy 2 - Aylesbury	24.7	2,805	13	2	0	15	0.59	2	0
11-05 Aylesbury - Davidson	45.4	2,915	33	7	0	40	0.83	15	0
11-06 Davidson - Kenaston	32.1	3,085	22	7	0	29	0.80	9	0
11-07 Kenaston - Dundurn	38.9	3,390	21	2	0	23	0.48	3	0
11-08 Dundurn - Saskatoon	32.3	4,430	55	10	0	65	1.24	21	0
11-10 Saskatoon - Warman	18.1	7,525	20	7	0	27	0.54	8	0
11-11 Warman - Rosthern	43.2	3,705	23	5	0	28	0.48	16	0
11-12 Rosthern - Duck Lake	18.1	2,765	2	1	0	3	0.16	3	0
11-13 Duck Lake - Prince Albert	49.0	2,630	28	9	0	37	0.79	10	0
12-01 Jct Hwy 11 - Hepburn	36.4	3,245	19	4	1	24	0.56	9	2
12-02 Hepburn - Blaine Lake	38.2	935	24	5	0	29	2.22	7	0
12-03 Blaine Lake - Big Grass Lake	39.1	410	15	2	0	17	2.91	4	0
12-04 Big Grass Lake - Shell Lake	21.0	395	5	3	0	8	2.64	5	0
13-01 Manitoba Border - Redvers	19.7	780	5	0	0	5	0.89	0	0
13-02 Redvers - Carlyle	42.3	920	12	1	0	13	0.92	1	0
13-03 Carlyle - Stoughton	54.5	970	16	4	0	20	1.04	4	0
13-04 Stoughton - Griffin	31.0	780	6	0	0	6	0.68	0	0
13-05 Griffin - Weyburn	28.4	1,490	1	2	1	4	0.26	3	1
13-06 Weyburn - Jct Hwy 28	31.1	920	8	1	0	9	0.86	1	0
13-07 Jct Hwy 28 - Jct Hwy 6	22.8	475	5	0	0	5	1.26	0	0
13-08 Jct Hwy 6 - Jct Hwy 34	39.8	595	6	1	0	7	0.81	2	0
13-09 Jct Hwy 34 - Jct Hwy 36	30.6	340	9	0	0	9	2.37	0	0
13-10 Jct Hwy 36 - Assiniboia	37.2	510	10	3	0	13	1.88	6	0
13-11 Assiniboia - Lafleche	42.6	790	14	1	0	15	1.22	1	0
13-12 Lafleche - Kincaid	32.3	490	8	1	0	9	1.56	1	0
13-13 Kincaid - Cadillac	54.9	525	8	0	0	8	0.76	0	0
13-14 Cadillac - Jct Hwy 37	49.5	280	9	1	0	10	1.98	5	0
13-15 Shaunavon - Eastend	34.3	615	6	0	0	6	0.78	0	0
13-16 Eastend - Jct Hwy 21	52.7	220	10	0	0	10	2.36	0	0
13-17 E Jct Hwy 21 - Govanlock	44.1	155	2	1	0	3	1.20	1	0
13-18 Govanlock - Alberta Border	14.5	35	1	1	0	2	10.8	1	0
14-12 Saskatoon - Asquith	34.3	2,725	24	2	1	27	0.79	7	1
14-13 Asquith - Perdue	22.7	1,640	6	2	0	8	0.59	2	0
14-14 Perdue - Biggar	31.6	1,590	8	3	0	11	0.60	6	0
14-15 Biggar - Landis	35.6	610	6	1	0	7	0.88	1	0
14-16 Landis - Wilkie	31.5	695	4	1	0	5	0.63	1	0
14-17 Wilkie - Unity	30.3	1,145	3	0	0	3	0.24	0	0
14-18 Unity - Salvador Grid	29.2	925	6	1	0	7	0.71	1	0
14-19 Salvador Grid - Alberta Border	33.8	795	11	6	0	17	1.73	10	0
15-02 Bredenbury - Jct Hwy 9	32.9	215	7	1	0	8	3.10	1	0
15-03 Jct Hwy 9 - Melville	22.6	610	10	5	0	15	2.98	12	0
15-04 Melville - Jct Hwy 52	58.7	435	16	1	1	18	1.93	3	1

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1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	Accidents ADT (Veh/Day)	Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Persons Injured	Killed
15-05 Jct Hwy 52 - Leross	26.5	520	6	2	1	9	1.79	5	1
15-06 Leross - Raymore	51.9	545	14	4	0	18	1.74	13	0
15-07 Raymore - S Jct Hwy 20	32.7	440	1	1	0	2	0.38	1	0
15-08 Nokomis - Jct Hwy 2	31.0	330	3	0	0	3	0.80	0	0
15-09 Jct Hwy 2 - Kenaston	56.6	260	3	0	1	4	0.74	4	1
15-10 Kenaston - Jct Hwy 19	22.8	525	2	1	1	4	0.92	2	1
15-11 Jct Hwy 19 - Outlook	34.5	890	3	3	0	6	0.54	3	0
15-12 Outlook - Milden	27.8	815	7	3	0	10	1.21	4	0
15-13 Milden - Rosetown	36.3	510	4	0	0	4	0.59	0	0
16-11 Manitoba Border - Churchbridge	30.5	1.515	13	2	0	15	0.89	2	0
16-12 Churchbridge - Yorkton	52.7	2.320	33	5	2	40	0.90	11	2
16-13 Yorkton - Springside	24.0	2.305	10	5	0	15	0.74	8	0
16-14 Springside - Insinger	31.0	1.610	8	6	1	15	0.82	8	1
16-15 Insinger - Tuffnell	22.6	1.395	7	4	1	12	1.04	8	1
16-16 Tuffnell - Elfros	38.0	1.680	14	2	1	17	0.73	4	1
16-17 Elfros - Dafoe	49.0	1.810	23	3	2	28	0.86	8	2
16-18 Dafoe - Guernsey	42.1	1.645	15	2	0	17	0.67	6	0
16-19 Guernsey - Jct Hwy 2	44.7	1.840	16	4	0	20	0.67	7	0
16-20 Jct Hwy 2 - Saskatoon	63.5	2.815	27	4	0	31	0.48	9	0
16-23 Jct Hwy 11 - North Sask. River	41.5	4.440	26	18	2	46	0.68	48	3
16-24 North Sask. River - Radisson	19.3	3.395	51	4	0	55	2.30	5	0
16-25 Radisson - Denholm	48.4	3.150	24	6	3	33	0.59	19	3
16-26 Denholm - North Battleford	23.4	3.415	9	5	0	14	0.48	10	0
16-27 North Battleford - Bresaylor	41.4	2.255	13	6	0	19	0.56	11	0
16-28 Bresaylor - Maidstone	38.9	2.595	15	3	0	18	0.49	4	0
16-29 Maidstone - Marshall	36.8	2.920	16	2	0	18	0.46	4	0
16-30 Marshall - Lloydminster	17.2	4.325	15	4	0	19	0.70	5	0
17-03 Macklin - Alberta Border	57.1	380	6	0	0	6	0.76	0	0
17-04 Jct Hwy 14 (Alta) - Lone Rock (Sask)	24.2	1.345	2	0	0	2	0.17	0	0
17-05 Alberta Border - Lloydminster	25.1	2.505	8	2	0	10	0.44	2	0
17-06 Lloydminster - Jct Hwy 3	24.7	2.490	30	2	1	33	1.47	4	1
17-07 Jct Hwy 3 - N Saskatchewan River	10.7	640	4	0	0	4	1.60	0	0
17-08 N Saskatchewan River - Onion Lake	12.7	440	2	0	0	2	0.98	0	0
18-01 Manitoba Border - Carievale	19.6	465	6	0	0	6	1.80	0	0
18-02 Carievale - Jct Hwy 9	48.1	1.170	27	4	0	31	1.51	6	0
18-03 Jct Hwy 9 - Bienfait	44.1	1.390	12	1	0	13	0.58	2	0
18-04 Estevan - Torquay	38.3	675	17	0	0	17	1.80	0	0
18-05 Torquay - Oungre	22.8	320	3	0	0	3	1.13	0	0
18-06 Oungre - Lake Alma	29.3	400	6	1	0	7	1.64	1	0
18-07 Lake Alma - N Jct Hwy 6	28.0	200	3	0	0	3	1.47	0	0
18-08 S Jct Hwy 6 - Big Beaver	48.3	90	2	0	1	3	1.89	0	1
18-09 Big Beaver - E Jct Hwy 36	19.9	240	2	0	0	2	1.15	0	0
18-10 W Jct Hwy 36 - Rockglen	23.7	265	3	1	0	4	1.74	2	0
18-11 Rockglen - Wood Mountain	32.1	170	0	0	0	0	0.00	0	0
18-12 Wood Mountain - Jct Hwy 19	52.4	155	15	0	0	15	5.06	0	0
18-13 Jct Hwy 19 - Ponteix Grid	37.0	185	6	1	0	7	2.80	1	0
18-14 Ponteix Grid - Val Marie	35.7	105	1	0	0	1	0.73	0	0
18-15 S Jct Hwy 4 - Climax	42.2	165	5	0	0	5	1.97	0	0
18-16 Climax - Divide	65.7	155	5	0	0	5	1.35	0	0
18-17 Divide - Robsart	31.0	100	1	0	0	1	0.88	0	0
19-01 Jct Hwy 18 - Kincaid	26.3	245	3	0	0	3	1.28	0	0
19-02 Kincaid - S Jct Hwy 43	24.8	180	2	0	0	2	1.23	0	0
19-03 S Jct Hwy 43 - Jct Hwy 1	60.0	260	7	1	0	8	1.40	1	0
19-04 Chaplin - Central Butte	43.4	250	4	0	0	4	1.01	0	0
19-05 E Jct Hwy 42 - Elbow	40.6	265	9	1	0	10	2.55	1	0
19-06 Elbow - Jct Hwy 19	42.2	430	5	0	0	5	0.75	0	0
20-01 Lumsden - Jct Hwy 22	36.6	985	22	1	0	23	1.75	1	0
20-02 Jct Hwy 22 - Jct Hwy 15	55.3	750	4	0	0	4	0.26	0	0
20-03 Jct Hwy 15 - Jct Hwy 16	47.6	430	1	1	0	2	0.27	1	0
20-04 W Jct Hwy 16 - Humboldt	37.3	665	5	0	1	6	0.66	5	1
20-05 Humboldt - Pilger	33.7	580	6	0	0	6	0.84	0	0
20-06 Pilger - Crystal Springs	44.9	290	5	1	0	6	1.26	1	0
20-07 Crystal Springs - Jct Hwy 3	22.6	325	3	0	0	3	1.12	0	0

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
21-01 U.S. Border - Govenlock	29.5	55	0	1	0	1	1.69	1	0
21-03 Jct Hwy 13 - Cypress Hills	34.4	290	9	1	0	10	2.75	1	0
21-04 Cypress Hills - Maple Creek	27.5	620	10	0	0	10	1.61	0	0
21-05 Maple Creek - Jct Hwy 1	8.3	1,785	1	1	0	2	0.37	1	0
21-06 Jct Hwy 1 - Fox Valley	52.8	450	10	3	0	13	1.50	3	0
21-07 Fox Valley - Leader	50.1	485	6	3	0	9	1.01	5	0
21-08 Leader - Eatonia	40.3	390	10	2	0	12	2.09	5	0
21-09 Glidden - Kindersley	26.2	1,325	2	1	0	3	0.24	1	0
21-10 Kindersley - Jct Hwy 31	36.0	1,290	6	2	1	9	0.53	2	1
21-11 Jct Hwy 31 - Kerrobert	13.6	825	2	0	0	2	0.49	0	0
21-12 Kerrobert - Unity	59.3	410	6	0	0	6	0.68	0	0
21-13 Unity - E Jct Hwy 40	35.7	500	4	2	0	6	0.92	4	0
21-14 W Jct Hwy 40-Maidstone	37.8	220	2	1	0	3	0.99	1	0
21-15 Maidstone - E Jct Hwy 3	54.1	500	12	3	1	16	1.62	5	1
21-16 Paradise Hill - Peck Lake	36.7	150	5	0	0	5	2.49	0	0
21-17 Peck Lake - Ministikwan Lake	21.3	85	3	0	0	3	4.54	0	0
21-18 Ministikwan Lake - Pierceland	43.7	175	5	1	0	6	2.15	3	0
21-19 Pierceland - Northern Pine	20.1	175	1	0	0	1	0.78	0	0
22-01 Manitoba Border - Jct Hwy 8	13.1	160	5	0	0	5	6.54	0	0
22-02 Jct Hwy 8 - Stockholm	40.8	1,260	9	1	0	10	0.53	2	0
22-03 N Jct Hwy 9 - S Jct Hwy 22	24.6	260	1	0	0	1	0.43	0	0
22-04 Killaly - Jct Hwy 10	51.8	330	6	3	0	9	1.44	5	0
22-05 Lipton - Southey	50.9	470	3	3	0	6	0.69	4	0
22-06 Southey - Jct Hwy 20	26.6	345	1	0	0	1	0.30	0	0
23-01 Jct Hwy 9 - Somme	31.6	200	10	1	0	11	4.77	1	0
23-02 Somme - Chelan	30.2	725	6	1	0	7	0.88	1	0
23-03 Chelan - Crooked River	37.9	470	3	1	0	4	0.62	1	0
23-04 N Jct Hwy 3 - Jct Hwy 55	63.2	775	8	4	0	12	0.67	7	0
24-01 Spiritwood - Leoville	32.2	490	7	1	0	8	1.39	3	0
24-02 Leoville - Chitek Lake	25.3	330	5	1	0	6	1.97	4	0
25-01 Birch Hills - St. Louis	29.1	300	4	0	0	4	1.26	0	0
26-01 Jct Hwy 4 - Meota	15.5	1,025	6	1	0	7	1.21	1	0
26-02 Meota - Turtleford	54.2	610	2	2	1	5	0.41	3	1
26-03 Turtleford - N Jct Hwy 3	29.2	525	5	1	0	6	1.07	1	0
26-04 N Jct Hwy 3 - Loon Lake	47.7	530	9	2	0	11	1.19	2	0
26-05 Loon Lake - Goodsoil	52.0	425	9	0	0	9	1.12	0	0
27-01 Jct Hwy 2 - Aberdeen	34.0	480	6	1	0	7	1.18	1	0
28-01 Lake Alma - Radville	39.8	280	5	1	0	6	1.48	1	0
28-02 Radville - Jct Hwy 13	20.1	370	5	0	0	5	1.84	0	0
29-01 Wilkie - Cloan Grid	23.1	800	5	0	0	5	0.74	0	0
29-02 Cloan Grid - Battleford	25.9	975	6	2	0	8	0.87	2	0
30-01 S Sask. River - Eston	22.6	200	1	0	0	1	0.61	0	0
30-02 Eston - Jct Hwy 7	37.0	285	5	0	0	5	1.30	0	0
31-01 Jct Hwy 4 - Plenty	58.2	320	5	3	0	8	1.18	3	0
31-02 Plenty - S. Jct Hwy 21	35.8	320	7	1	0	8	1.91	2	0
31-03 Kerrobert - Salvador	37.9	460	3	0	0	3	0.47	0	0
31-04 Salvador - Macklin	37.8	440	5	5	0	10	1.65	6	0
32-01 Jct Hwy 1 - Success	22.6	1,110	3	0	0	3	0.33	0	0
32-02 Success - Cabri	33.6	550	8	1	0	9	1.33	4	0
32-03 Cabri - Lancer	38.9	530	7	0	0	7	0.93	0	0
32-04 Lancer - Leader	47.4	440	1	1	0	2	0.26	2	0
33-01 Stoughton - Fillmore	38.2	650	21	1	0	22	2.43	1	0
33-02 Fillmore - Francis	39.1	665	10	0	0	10	1.05	0	0
33-03 Francis - Kronau	38.4	1,285	5	2	0	7	0.39	2	0
33-04 Kronau - Regina	24.4	3,400	2	5	1	8	0.26	10	1
34-01 U.S. Border - Bengough	46.4	245	2	0	0	2	0.48	0	0
34-02 Bengough - Jct Hwy 13	16.3	390	0	1	0	1	0.43	1	0
35-01 U.S. Border - Oungre	16.2	165	1	0	0	1	1.02	0	0
35-02 Oungre - Colgate	28.5	480	9	0	0	9	1.80	0	0
35-03 Colgate - Weyburn	29.1	1,115	6	3	0	9	0.76	8	0
35-04 Weyburn - Francis	47.7	630	6	3	0	9	0.82	5	0
35-05 Jct Hwy 33 - Jct Hwy 48	23.2	230	0	0	0	0	0.00	0	0
35-06 Jct Hwy 48 - Qu'Appelle	24.6	240	1	1	0	2	0.93	1	0

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1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	Accidents						Persons	
		ADT (Veh/Day)	Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Injured	Killed
35-07 Qu Appelle - Jct Hwy 10	19.8	375	3	0	0	3	1.11	0	0
35-08 Fort Qu Appelle - Lipton	15.8	1080	11	1	0	12	1.93	1	0
35-09 Lipton - Leross	43.2	490	9	4	0	13	1.68	13	0
35-10 Leross - Elfros	50.4	470	6	0	0	6	0.69	0	0
35-11 Elfros - Wadena	23.7	810	2	2	0	4	0.57	3	0
35-12 Wadena - Jct Hwy 49	21.7	930	7	1	0	8	1.09	2	0
35-13 Jct Hwy 49 - Jct Hwy 349	46.4	550	14	5	0	19	2.04	8	0
35-14 Jct Hwy 349 - Tisdale	44.7	800	13	4	1	18	1.38	7	1
35-15 Tisdale - Jct Hwy 335	27.5	1,170	2	0	0	2	0.17	0	0
35-16 Jct Hwy 335 - Jct Hwy 55	29.7	1,690	7	4	0	11	0.60	4	0
35-17 Jct Hwy 55 - Torch River	36.2	125	3	0	0	3	1.82	0	0
36-01 U.S. Border - W Jct Hwy 18	30.3	320	5	1	0	6	1.70	1	0
36-02 W Jct Hwy 18 - W Jct Hwy 13	39.4	330	8	0	0	8	1.69	0	0
36-03 E Jct Hwy 13 - Jct Hwy 2	64.7	230	8	0	1	9	1.66	1	1
37-01 U.S. Border - Climax	23.0	165	1	0	0	1	0.72	0	0
37-02 Climax - Shaunavon	52.1	395	12	0	0	12	1.60	0	0
37-03 Shaunavon - Gull Lake	51.5	895	9	5	0	14	0.83	9	0
37-04 Gull Lake - W Jct Hwy 332	33.3	340	4	0	0	4	0.97	0	0
37-05 E Jct Hwy 332 - Cabri	24.5	235	1	0	0	1	0.48	0	0
38-01 Kelvington - Perigord	22.3	760	2	0	0	2	0.32	0	0
38-02 Perigord - Chelan	34.4	235	12	1	0	13	4.41	1	0
38-05 Kuroki - Kelvington	31.4	225	4	2	0	6	2.33	2	0
39-01 U.S. Border - Bienfait	27.0	965	13	0	0	13	1.37	0	0
39-02 Bienfait - Estevan	9.5	4,500	5	3	0	8	0.51	4	0
39-03 Estevan - Midale	40.9	1,875	17	3	0	20	0.71	7	0
39-04 Midale - Weyburn	43.7	2,080	17	3	1	21	0.63	4	2
39-05 Weyburn - Yellow Grass	26.8	2,490	9	2	0	11	0.45	3	0
39-06 Yellow Grass - Corinne	44.6	2,235	6	1	0	7	0.19	2	0
39-07 Corinne - Pitman	34.2	690	3	2	0	5	0.58	2	0
39-08 Pitman - Jct Hwy 1	34.2	855	3	1	0	4	0.37	2	0
40-01 Jct Hwy 3 - Blaine Lake	56.1	805	16	4	1	21	1.27	4	1
40-02 Blaine Lake - Hafford	36.0	555	9	1	0	10	1.37	1	0
40-03 Hafford - North Battleford	63.9	765	11	2	0	13	0.73	2	0
40-04 Battleford - E Jct Hwy 21	57.6	1,160	16	6	1	23	0.94	13	1
40-05 E Jct Hwy 21 - Neilburg	35.5	600	6	2	0	8	1.03	6	0
40-06 Neilburg - Alberta Border	25.4	665	5	2	0	7	1.14	5	0
41-01 Melfort - Jct Hwy 20	56.0	875	11	3	0	14	0.78	4	0
41-02 Jct Hwy 20 - Wakaw	29.8	870	5	4	0	9	0.95	14	0
41-03 Wakaw - Aberdeen	51.3	1,170	13	4	0	17	0.78	11	0
41-04 Aberdeen - Jct Hwy 41	26.9	2,265	11	1	0	12	0.54	2	0
42-01 Tuxford - Keeler	25.0	710	1	1	0	2	0.31	1	0
42-02 Keeler - E Jct Hwy 19	42.4	440	7	0	0	7	1.03	0	0
42-03 E Jct Hwy 19 - Diefenbaker Lake	38.7	310	7	0	0	7	1.60	0	0
42-04 Diefenbaker Lake - Jct Hwy 342	37.7	205	2	0	0	2	0.71	0	0
42-05 Jct Hwy 342 - Milden	59.9	245	10	0	0	10	1.87	0	0
43-01 Jct Hwy 2 - Gravelbourg	37.9	530	6	0	0	6	0.82	0	0
43-02 Gravelbourg - S Jct Hwy 19	29.8	505	6	0	0	6	1.09	0	0
43-03 S Jct Hwy 19 - Jct Hwy 4	59.0	250	9	1	0	10	1.86	1	0
44-02 Davidson - Loreburn	44.0	385	1	0	0	1	0.16	0	0
44-03 N Jct Hwy 19 - Jct Hwy 45	28.4	245	4	0	0	4	1.58	0	0
44-04 Jct Hwy 45 - Dinsmore	28.3	155	3	0	0	3	1.87	0	0
44-05 Jct Hwy 42 - Jct Hwy 4	40.4	180	0	1	0	1	0.38	3	0
44-06 S Jct Hwy 4 - Eston	54.1	410	5	0	0	5	0.62	0	0
44-07 Eston - Glidden	33.2	465	3	1	0	4	0.71	1	0
44-08 Glidden - Mantario	44.9	390	3	7	0	10	1.56	10	0
44-09 Mantario - Aisask	33.6	150	4	1	0	5	2.72	2	0
45-01 Lucky Lake - Birsay	18.4	335	2	0	0	2	0.89	0	0
45-02 Birsay - Jct Hwy 44	18.9	430	4	0	0	4	1.35	0	0
45-03 Jct Hwy 44 - E Jct Hwy 15	27.2	445	4	1	0	5	1.13	1	0
45-04 W Jct Hwy 15 - Delisle	49.7	540	11	1	0	12	1.23	5	0
46-01 Balgonie - Regina	19.6	1,670	9	2	0	11	0.92	2	0
47-01 U.S. Border - Estevan	15.6	1,090	14	2	0	16	2.58	2	0
47-02 Estevan - Stoughton	57.7	1,000	17	3	0	20	0.95	5	0

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
47-03 Stoughton - Jct Hwy 48	56.2	330	11	3	0	14	2.07	10	0
47-04 Jct Hwy 48 - W Jct Hwy 1	26.6	255	5	0	0	5	2.02	0	0
47-05 Grenfell - S Jct Hwy 22	39.9	600	7	1	0	8	0.92	3	0
47-06 S Jct Hwy 22 - Melville	22.8	715	3	0	0	3	0.50	0	0
47-07 Melville - Willowbrook	30.0	375	5	1	1	7	1.70	4	1
47-08 Willowbrook - Springside	19.1	245	0	0	0	0	0.00	0	0
47-09 Springside - Buchanan	42.2	250	12	0	0	12	3.12	0	0
47-10 Buchanan - Preeceville	33.8	325	7	0	0	7	1.75	0	0
48-01 Manitoba Border - Fairlight	19.0	290	7	2	0	9	4.48	5	0
48-02 Fairlight - S Jct Hwy 9	44.7	435	9	1	1	11	1.55	5	1
48-03 N Jct Hwy 9 - Jct Hwy 47	57.9	595	10	1	1	12	0.95	1	1
48-04 Jct Hwy 47 - Jct Hwy 35	63.3	675	9	1	0	10	0.64	1	0
48-05 Jct Hwy 35 - White City	40.4	1,225	16	2	0	18	1.00	2	0
49-01 Manitoba Border - Pelly	25.4	295	3	0	0	3	1.10	0	0
49-02 Pelly - Stenen	33.8	645	6	0	0	6	0.75	0	0
49-03 Stenen - Okla	31.8	615	9	0	0	9	1.26	0	0
49-04 Okla - Kelvington	33.9	545	7	0	0	7	1.04	0	0
49-05 Kelvington - Jct Hwy 35	19.5	545	1	2	0	3	0.77	6	0
51-01 Biggar - Tramping Lake	62.6	375	15	2	0	17	1.98	2	0
51-02 Tramping Lake - Kerrobert	25.9	375	7	0	0	7	1.97	0	0
51-03 Kerrobert - Major	34.4	380	5	1	0	6	1.26	1	0
51-04 Major - Alberta Border	29.6	295	2	0	0	2	0.63	0	0
52-01 Yorkton - Willowbrook	21.6	1,090	4	1	0	5	0.58	1	0
52-02 Willowbrook - Jct Hwy 15	49.1	405	10	0	0	10	1.38	0	0
54-01 Jct Hwy 11 - Regina Beach	17.4	1,190	7	1	0	8	1.06	2	0
55-02 Jct Hwy 9 - S of Pakwaw Lake	38.3	70	10	0	0	10	10.22	0	0
55-03 S of Pakwaw Lake - W of Crackling River	30.4	175	13	0	0	13	6.69	0	0
55-04 W of Crackling River Br - Jct Hwy 123	36.7	345	9	3	0	12	2.60	7	0
55-05 Jct Hwy 123 - Nipawin	28.9	1,220	8	1	1	10	0.78	2	1
55-06 Nipawin - White Fox	12.2	1,890	4	1	0	5	0.59	2	0
55-07 White Fox - Smeaton	50.4	940	13	4	0	17	0.98	5	0
55-08 Smeaton - Meath Park	36.6	835	10	1	0	11	0.99	1	0
55-09 Meath Park - Prince Albert	41.4	2,675	14	4	0	18	0.45	4	0
55-10 Shellbrook - Debden	49.3	765	16	0	0	16	1.16	0	0
55-11 Debden - Big River	38.4	630	11	1	0	12	1.36	1	0
55-12 Big River - Jct Hwy 124	47.9	250	6	0	0	6	1.37	0	0
55-13 Jct 124 - Green Lake	29.5	140	12	2	0	14	9.29	3	0
55-14 Green Lake - Meadow Lake	47.8	650	15	4	1	20	1.76	7	1
55-15 Meadow Lake - S Jct Hwy 26	67.4	655	11	2	0	13	0.81	8	0
55-16 Peerless - Alberta Border	52.1	600	21	0	0	21	1.84	0	0
56-01 Indian Head - Katepwa Lake	21.1	480	1	0	0	1	0.27	0	0
56-02 Katepwa Lake - Fort Qu'Appelle	20.2	490	7	2	0	9	2.49	3	0
56-03 Fort Qu'Appelle - Echo Lake	11.3	785	5	0	0	5	1.54	0	0
57-01 Manitoba Border - Jct Hwy 5	19.3	490	3	1	0	4	1.16	1	0
58-01 Jct Hwy 18 - Lafleche	35.6	210	6	0	0	6	2.20	0	0
58-02 Lafleche - Gravelbourg	19.7	600	6	1	0	7	1.62	1	0
58-03 Gravelbourg - Jct Hwy 363	31.8	300	5	0	0	5	1.44	0	0
58-04 Jct Hwy 363 - Jct Hwy 1	35.9	90	2	1	0	3	2.54	1	0
60-01 Pike Lake - Saskatoon	24.0	955	14	2	0	16	1.91	2	0
80-01 Esterhazy - Churchbridge	31.4	745	9	0	0	9	1.05	0	0
80-02 Jct Hwy 16 - Jct Hwy 10	35.3	275	13	0	0	13	3.67	0	0
99-10 Jct Hwy 6 - Craven	20.9	115	1	0	0	1	1.14	0	0
102-25 La Ronge - Sucker River	30.3	605	3	4	0	7	1.05	6	0
102-26 Sucker River - Otter Rapids	54.3	215	6	0	0	6	1.41	0	0
102-27 Otter Rapids - Island Lake Cr	52.0	115	6	0	0	6	2.75	0	0
102-28 Island Lake Cr - Waddy River Br	36.4	75	4	0	0	4	4.01	0	0
102-29 Waddy River Br - Southend	43.4	75	1	1	0	2	1.68	1	0
106-01 Smeaton - Jct Hwy 120	68.1	185	11	0	0	11	2.39	0	0
106-02 Jct Hwy 20 - Jct Hwy 165	67.1	110	15	3	0	18	6.68	3	0
106-03 Jct Hwy 165 - Deschambault Lake	82.1	130	12	1	0	13	3.34	1	0
106-04 Deschambault Lake - Jct Hwy 135	40.6	185	1	1	0	2	0.73	1	0
106-05 Jct Hwy 135 - Flin Flon	68.5	305	5	1	0	6	0.79	2	0
120-01 Meath Park - Candle Lake	32.3	655	6	2	0	8	1.04	8	0

Section 12

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section	Length In Km's	Accidents				Persons			
		ADT (Veh/Day)	Property Damage	Personal Injury	Fatal	Total	Acc Mvkm	Injured	Killed
120-02 Candle Lake - Lower Fishing Lake	57.8	190	8	3	0	11	2.74	5	0
123-01 Jct Hwy 163 - Kennedy Creek	41.8	235	6	1	0	7	1.95	1	0
123-02 Kennedy Creek - Cumberland House	92.1	100	11	2	0	13	3.87	3	0
135-01 Jct Hwy 106 - Pelican Narrows	51.5	115	4	3	0	7	3.24	15	0
135-02 Pelican Narrows - Sandy Bay	70.2	65	2	0	0	2	1.20	0	0
155-01 Green Lake - Jct Hwy 101	94.5	320	27	3	0	30	2.72	3	0
155-02 Jct Hwy 101 - Buffalo Narrows	101.2	275	17	8	0	25	2.46	11	0
155-03 Buffalo Narrows - La Loche	105.3	205	9	3	0	12	1.52	4	0
165-01 Jct Hwy 106 - Jct Hwy 2	96.3	85	4	2	0	6	2.01	6	0
165-02 Jct Hwy 2 - Besnard Lake Rd	55.3	105	4	0	0	4	1.89	0	0
165-03 Besnard Lake Rd - Key Lake Rd	56.6	55	2	0	0	2	1.76	0	0
165-04 Key Lake Rd - Jct Hwy 155	66.0	180	2	1	0	3	0.69	1	0
167-01 Sturgeon Weir River - Denare Beach	29.7	60	0	0	0	0	0.00	0	0
167-02 Denare Beach - Creighton	19.7	1,134	11	2	0	13	1.59	3	0
201-01 Broadview - Jct Hwy 247	19.2	315	2	0	0	2	0.91	0	0
202-01 Tuxford - Buffalo Pound Lake	15.5	430	1	0	0	1	0.41	0	0
204-01 Battlefords Provincial Park	5.2	305	0	0	0	0	0.00	0	0
209-01 Jct Hwy 9 - Kenosee Lake	4.2	830	3	0	0	3	2.36	0	0
210-01 Fort Qu Appelle - Echo Valley	7.2	1,155	1	1	0	2	0.66	2	0
210-02 Echo Valley - Jct Hwy 10	12.1	580	4	1	0	5	1.95	1	0
211-01 Dundurn - Blackstrap Lake	7.3	480	0	1	0	1	0.78	1	0
212-01 Duck Lake - Saskatchewan River	25.5	425	4	0	0	4	1.01	0	0
219-01 Danielson Provincial Park	4.4	120	4	0	0	4	20.76	0	0
219-02 Jct Hwy 44 - Jct Hwy 15	24.3	220	1	0	0	1	0.51	0	0
219-03 Jct Hwy 15 - White Cap I.R.	38.0	415	20	1	0	21	3.65	1	0
219-04 White Cap I.R. - Saskatoon	33.1	980	14	5	0	19	1.60	9	0
220-01 Bulyea - Rowan's Ravine	22.5	190	1	0	0	1	0.64	0	0
221-01 Jct Hwy 21 - Cypress Hills Prov Park	4.0	360	3	1	0	4	7.61	1	0
224-01 Jct Hwy 4 - Goodsoil	47.2	80	5	0	0	5	3.63	0	0
225-01 Jct Hwy 2 - Jct Hwy 312	36.7	235	1	2	0	3	0.95	4	0
229-01 Jct Hwy 9 - Good Spirit Lake	16.6	195	0	0	0	0	0.00	0	0
229-02 Good Spirt Prov Park - Jct Hwy 47	6.6	110	2	1	0	3	11.32	1	0
240-01 Jct Hwy 55 - P.A. National Park	40.3	265	2	1	0	3	0.77	1	0
247-01 Jct Hwy 9 - Jct Hwy 47	49.9	260	7	1	0	8	1.69	1	0
255-01 Jct Hwy 55 - Tobin Lake	23.4	305	4	2	0	6	2.30	2	0
261-01 Sask. Landing - Jct Hwy 4	7.9	190	1	0	0	1	1.83	0	0
261-02 Sask. Landing Prov Park (Jct Hwy 4 W)	3.6	125	9	0	0	9	54.79	0	0
263-01 Jct Hwy 2 - Prince Albert Park	18.1	315	1	0	0	1	0.48	0	0
264-01 Jct Hwy 2 - Prince Albert	8.0	515	0	0	0	0	0.00	0	0
265-01 Jct Hwy 20 - Candle Lake	30.5	265	2	0	0	2	0.68	0	0
271-01 Maple Creek - Cypress Hills	42.9	190	5	0	0	5	1.68	0	0
271-02 Jct Hwy 271-01-Fort Walsh	9.5	105	1	0	0	1	2.75	0	0
301-01 Jct Hwy 1 - Jct Hwy 202	21.3	210	3	0	0	3	1.84	0	0
302-01 S Sask River - Prince Albert	40.4	455	2	0	0	2	0.30	0	0
302-02 Prince Albert - 30 Km West	26.9	450	5	2	0	7	1.58	2	0
303-01 Turtleford - Jct Hwy 21	23.2	320	6	0	0	6	2.21	0	0
303-02 E of Lloydminster - Jct Hwy 16	45.6	245	2	2	0	4	0.98	2	0
304-01 Jct Hwy 4 - Jct Hwy 26	50.4	520	11	0	0	11	1.15	0	0
305-01 Warman - Jct Hwy 12	7.7	1,155	3	1	0	4	1.23	3	0
305-02 Jct Hwy 12 - Langham	24.6	435	2	2	0	4	1.02	2	0
306-01 Jct Hwy 35 - Riceton	39.0	60	4	0	0	4	4.68	0	0
306-02 Riceton - Jct Hwy 6	27.8	260	2	0	0	2	0.76	0	0
307-01 Jct Hwy 7 - Smiley	17.8	445	1	0	0	1	0.35	0	0
307-02 Smiley - Jct Hwy 21	29.3	435	3	0	0	3	0.64	0	0
308-01 Manitoba Border - Jct Hwy 8	14.8	260	3	0	0	3	2.14	0	0
309-01 Ebenezer - Rhein	18.3	305	1	1	0	2	0.98	1	0
310-01 Balcarres - Ituna	43.3	480	7	1	0	8	1.05	6	0
310-03 Jct Hwy 52 - Foam Lake	50.5	230	3	2	0	8	1.89	4	0
310-04 Foam Lake - Kuroki	30.4	355	3	1	0	4	1.02	2	0
312-01 Wakaw - Rosthern	40.9	420	6	1	0	7	1.12	1	0
312-02 Rosthern - Jct Hwy 12	37.0	550	2	1	0	3	0.40	3	0
317-01 Jct Hwy 7 - S Jct Hwy 51	46.9	115	1	1	0	2	1.02	1	0
317-02 N Jct Hwy 51 - Jct Hwy 31	45.1	150	0	1	0	1	0.40	1	0

1990 Traffic Accident Statistics by Highway Control Section

Highway - Control Section		Length In Km's	ADT (Veh/Day)	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Total	Acc/ Mvkm	Persons: Injured	Persons: Killed
318-01	Carnduff - Alida	27.8	335	4	2	0	6	1.77	2	0
320-01	Jct Hwy 20 - Domremy	26.3	220	2	0	0	2	0.95	0	0
321-01	Liebenthal - Alberta Border	33.2	410	12	0	0	12	2.42	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	390	4	0	0	4	0.96	0	0
324-01	Jct Hwy 378 - Mayfair	18.6	130	4	0	0	4	4.53	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	220	7	0	0	7	1.99	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	130	1	1	0	2	0.68	2	0
334-02	Avonlea - Corinne	33.9	325	6	0	0	6	1.49	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	280	1	0	0	1	0.46	0	0
335-02	Jct Hwy 35 - Gronlid	29.7	315	1	0	0	1	0.29	0	0
339-01	Avonlea - Jct Hwy 39	50.1	355	4	0	0	4	0.62	0	0
340-01	Radisson - Hafford	30.6	310	2	1	0	3	0.87	1	0
342-01	Jct Hwy 42 - Beechy	11.8	245	4	0	0	4	3.79	0	0
342-02	Beechy - Clearwater Lake	43.2	165	12	0	0	12	4.61	0	0
342-03	Clearwater Lake - Jct Hwy 4	7.50	260	1	0	0	1	1.40	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	190	2	0	0	2	0.92	0	0
342-05	Lacadena - Plato	29.7	140	0	1	0	1	0.66	1	0
343-01	Jct Hwy 4 - Simmie	32.9	205	1	0	0	1	0.41	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	270	1	1	0	2	0.87	1	0
349-11	Jct Hwy 35 - Naicam	32.6	340	3	0	0	3	0.74	0	0
350-01	U.S. Border - Jct Hwy 18	16.3	110	3	0	0	3	4.58	0	0
354-01	Bethune - Dilke	20.6	245	4	1	0	5	2.71	1	0
355-01	Meath Park - Spruce Home	28.0	350	2	1	0	3	0.84	2	0
355-02	Spruce Home - 11 km West	11.0	540	2	1	0	3	1.38	1	0
357-01	Togo - Jct Hwy 8	20.4	140	1	0	0	1	0.96	0	0
358-01	Wood Mountain - Limerick	42.6	330	3	0	0	3	0.58	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	125	1	1	0	2	2.33	2	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.9	225	4	2	0	6	1.53	2	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	340	11	1	0	12	1.75	1	0
363-01	Moose Jaw - Courval	70.6	485	8	0	0	8	0.64	0	0
363-02	Courval - Hodgeville	57.5	125	3	2	0	5	1.91	2	0
363-03	Hodgeville - Jct Hwy 4	71.6	305	11	2	0	13	1.63	3	0
364-01	Baigonie - Edgely	36.5	390	4	1	0	5	0.96	1	0
365-01	Watrous - Plunkett	35.3	285	4	0	0	4	1.09	0	0
367-01	Eyebrow - Jct Hwy 19	23.8	250	2	0	0	2	0.92	0	0
368-01	Muenster - St. Brieux	56.5	350	6	1	0	7	0.97	1	0
368-02	St. Brieux - Beatty	33.4	440	4	0	0	4	0.75	0	0
369-01	Jct Hwy 10 - Togo	20.6	105	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	220	9	0	0	9	2.70	0	0
373-01	Jct Hwy 42 - Birsay	14.0	110	0	1	0	1	1.78	2	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	115	2	0	0	2	0.95	0	0
376-01	Jct Hwy 14 - Arelee	29.4	190	2	0	0	2	0.98	0	0
376-02	Arelee - Sonningdale	26.1	140	1	0	1	2	1.50	1	1
376-03	Sonningdale - Maymont	21.4	215	2	0	0	2	1.19	0	0
376-04	Maymont - Jct Hwy 40	18.0	200	2	1	0	3	2.28	1	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	65	1	0	0	1	1.63	0	0
377-01	Radville - Ceylon	22.9	425	4	0	0	4	1.13	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	275	5	1	0	6	0.89	2	0
378-02	Rabbit Lake - Spiritwood	41.6	330	9	1	0	10	2.00	3	0
379-01	McMahon - Wymark	18.4	190	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	130	2	0	0	2	1.71	0	0
397-01	Allan - Elstow	12.4	755	1	2	0	3	0.88	4	0
	Other*			48	19	0	67		29	0
	Totals	**19,472**		**4,765**	**990**	**67**	**5,822**		**1,756**	**77**

* Includes industrial access roads, northern tributaries, stub-connectors, service roads and not stated control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident frequency. The next level breakdown that TAIS provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. An accident rate (Acc/Mvkm) has been calculated for each section using the average daily traffic (ADT) and length of section. This number represents the number of accidents which occur for every one million kilometres of travel. The average accident rate by control section in 1990 is 1.46.

Saskatchewan Department of Highways and Transportation use these data and other associated analysis to develop an annual program for the provincial highway system. Studies of specific locations are valuable for the design of countermeasures at accident prone locations.

In 1990, 5,822 accidents occurred on provincial highways. This represents 17.9% of the total accidents in Saskatchewan.

Section 12

1990 Traffic Accident Statistics by City

Cities	1990 Population	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ 100 pop	Persons: Injured	Persons: Killed
Estevan	10,348	266	48	0	314	3.03	68	0
Lloydminster*	7,317	220	27	0	247	3.38	35	0
Melfort	6,211	91	13	0	104	1.67	16	0
Melville	5,112	85	17	0	102	2.00	25	0
Moose Jaw	34,770	807	161	0	968	2.78	227	0
North Battleford	14,642	399	92	2	493	3.37	127	2
Prince Albert	33,671	665	170	0	835	2.48	215	0
Regina	178,792	5,363	1321	4	6,688	3.74	1,743	4
Saskatoon	183,579	7,077	1127	3	8,207	4.47	1,437	4
Swift Current	15,605	311	51	2	364	2.33	83	4
Weyburn	9,753	158	30	0	188	1.93	34	0
Yorkton	16,094	355	62	0	417	2.59	88	0
TOTAL CITIES	**515,894**	**15,797**	**3,119**	**11**	**18,927**	**3.67**	**4,098**	**14**

* Saskatchewan side only

1990 Traffic Accident Statistics by Town and Village
With a population of 250 or more

Urban Community	1990 Population	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ 100 pop	Persons: Injured	Persons: Killed
Aberdeen	515	5	1	0	6	1.17	1	0
Air Ronge	542	5	0	0	5	0.92	0	0
Alameda	316	1	0	0	1	0.32	0	0
Allan	784	2	1	0	3	0.38	1	0
Alsask	317	4	0	0	4	1.26	0	0
Arborfield	461	5	0	0	5	1.08	0	0
Archerwill	290	2	0	0	2	0.69	0	0
Arcola	486	5	0	0	5	1.03	0	0
Asquith	673	3	2	0	5	0.74	2	0
Assiniboia	2,945	53	8	0	61	2.07	13	0
Avonlea	418	4	0	0	4	0.96	0	0
Balcarres	654	10	1	0	11	1.68	1	0
Balgonie	1,106	12	2	0	14	1.27	2	0
Battleford	4,047	43	8	0	51	1.26	11	0
Beauval	782	10	0	0	10	1.28	0	0
Beechy	314	6	1	0	7	2.23	2	0
Bengough	539	8	0	0	8	1.48	0	0
Bethune	378	5	1	0	6	1.59	1	0
Bienfait	812	3	0	0	3	0.37	0	0
Big River	803	9	0	0	9	1.12	0	0
Biggar	2,378	28	6	0	34	1.43	7	0
Birch Hills	990	10	1	0	11	1.11	1	0
Bjorkdale	284	2	0	0	2	0.70	0	0
Blaine Lake	582	7	0	0	7	1.20	0	0
Bredenbury	438	6	0	0	6	1.37	0	0
Broadview	769	10	0	0	10	1.30	0	0
Bruno	708	3	2	0	5	0.71	4	0
Buchanan	349	1	0	0	1	0.29	0	0
Buffalo Narrows	1,152	5	3	0	8	0.69	3	0
Burstall	475	5	0	0	5	1.05	0	0
Cabri	555	4	0	0	4	0.72	0	0
Candle Lake	318	6	0	0	6	1.89	0	0
Canora	2,581	37	7	0	44	1.70	12	0
Canwood	377	3	0	0	3	0.80	0	0
Carlyle	1,228	22	1	0	23	1.87	4	0
Carnduff	1,104	15	1	0	16	1.45	2	0
Caronport	757	2	1	0	3	0.40	1	0
Carrot River	1,092	20	3	0	23	2.11	6	0
Central Butte	556	10	0	0	10	1.80	0	0

1990 Traffic Accident Statistics by Town and Village

With a population of 250 or more

Urban Community	1990 Population	Accidents				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Choiceland	476	5	0	0	5	1.05	0	0
Churchbridge	1,045	5	1	0	6	0.57	1	0
Clavet	355	2	1	0	3	0.85	1	0
Climax	255	3	0	0	3	1.18	0	0
Codette	272	6	0	0	6	2.21	0	0
Coleville	417	7	0	0	7	1.68	0	0
Colonsay	417	1	0	0	1	0.24	0	0
Coronach	976	8	2	0	10	1.02	2	0
Craik	506	3	1	0	4	0.79	1	0
Creighton	1,794	18	5	0	23	1.28	6	0
Cudworth	804	17	0	0	17	2.11	0	0
Cumberland House	839	2	2	0	4	0.48	3	0
Cupar	674	4	2	0	6	0.89	2	0
Cut Knife	582	10	0	0	10	1.72	0	0
Dalmeny	1,464	4	1	0	5	0.34	1	0
Davidson	1,125	24	4	0	28	2.49	8	0
Debden	425	12	0	0	12	2.82	0	0
Delisle	1,016	10	2	0	12	1.18	2	0
Denare Beach	678	3	0	0	3	0.44	0	0
Dinsmore	388	3	0	0	3	0.77	0	0
Dodsland	269	2	0	0	2	0.74	0	0
Duck Lake	598	8	2	0	10	1.67	4	0
Dundurn	482	3	0	0	3	0.62	0	0
Dysart	271	3	0	0	3	1.11	0	0
Earl Grey	296	5	0	0	5	1.69	0	0
Eastend	651	8	1	0	9	1.38	1	0
Eatonia	561	8	0	0	8	1.43	0	0
Edam	430	3	0	0	3	0.70	0	0
Elbow	325	1	1	0	2	0.62	2	0
Elrose	615	6	0	0	6	0.98	0	0
Englefeld	273	1	0	0	1	0.37	0	0
Esterhazy	3,131	40	4	0	44	1.41	4	0
Eston	1,323	15	2	0	17	1.28	2	0
Fillmore	335	7	1	0	8	2.39	2	0
Flin Flon	356	12	2	0	14	3.93	2	0
Foam Lake	1,436	27	0	0	27	1.88	0	0
Fort Qu'Appelle	1,849	48	5	0	53	2.87	5	0
Fox Valley	371	5	0	0	5	1.35	0	0
Frontier	418	5	0	0	5	1.20	0	0
Gainsborough	335	5	0	0	5	1.49	0	0
Glaslyn	496	2	0	0	2	0.40	0	0
Glenavon	272	2	0	0	2	0.74	0	0
Goodsoil	257	5	1	0	6	2.33	1	0
Govan	315	1	0	0	1	0.32	0	0
Gravelbourg	1371	28	2	0	30	2.19	2	0
Grayson	272	4	0	0	4	1.47	0	0
Green Lake	593	4	1	0	5	0.84	1	0
Grenfell	1205	18	1	0	19	1.58	1	0
Gull Lake	1056	19	1	0	20	1.89	1	0
Hafford	514	2	2	0	4	0.78	5	0
Hague	626	7	1	0	8	1.28	1	0
Hanley	533	5	1	0	6	1.13	1	0
Hepburn	453	3	0	0	3	0.66	0	0
Herbert	991	8	1	0	9	0.91	1	0
Herschel	267	2	0	0	2	0.75	0	0
Hodgeville	267	1	1	0	2	0.75	1	0
Hudson Bay	2,177	33	2	0	35	1.61	2	0
Humboldt	5,304	82	7	0	89	1.68	7	0
Ile a la Crosse	1,182	8	2	0	10	0.85	2	0
Imperial	416	3	0	0	3	0.72	0	0

Section 12

1990 Traffic Accident Statistics by Town and Village

With a population of 250 or more

Urban Community	1990 Population	Accidents				Acc 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Indian Head	1,897	19	4	0	23	1.21	4	0
Invermay	339	2	0	0	2	0.59	0	0
Ituna	843	6	6	0	12	1.42	7	0
Kamsack	2,409	46	7	0	53	2.20	8	0
Kelliher	343	2	1	0	3	0.87	2	0
Kelvington	1,117	35	0	0	35	3.13	0	0
Kenaston	212	5	0	0	5	1.60	0	0
Kennedy	304	0	1	0	1	0.33	1	0
Kerrobert	1,219	17	4	0	21	1.72	4	0
Kindersley	5,004	113	7	1	121	2.42	12	1
Kinistino	693	7	0	1	8	1.15	0	1
Kipling	1,016	7	1	0	8	0.79	1	0
Kyle	543	5	2	0	7	1.29	2	0
La Loche	2,011	21	3	0	24	1.19	5	0
La Ronge	2749	44	4	0	48	1.75	4	0
Lafleche	503	10	0	0	10	1.99	0	0
Lake Lenore	323	2	0	0	2	0.62	0	0
Lampman	637	13	0	0	13	2.04	0	0
Landis	263	1	0	0	1	0.38	0	0
Langenburg	1,252	16	1	0	17	1.36	1	0
Langham	1,471	6	2	0	8	0.54	2	0
Lanigan	779	20	1	0	21	2.70	1	0
Lashburn	779	9	1	0	10	1.28	1	0
Leader	1,034	10	1	0	11	1.06	2	0
Leask	465	3	0	0	3	0.65	0	0
Lemberg	418	6	0	0	6	1.44	0	0
Leoville	416	4	0	0	4	0.96	0	0
Leroy	519	3	0	0	3	0.58	0	0
Lestock	282	4	1	0	5	1.77	3	0
Lipton	370	4	1	0	5	1.35	1	0
Loon Lake	335	3	0	0	3	0.90	0	0
Lucky Lake	328	3	0	0	3	0.91	0	0
Lumsden	1,503	7	3	0	10	0.67	3	0
Luseland	665	10	2	0	12	1.80	2	0
Macklin	1,102	18	0	0	18	1.63	0	0
Maidstone	1,079	12	1	0	13	1.20	1	0
Mankota	386	4	0	0	4	1.04	0	0
Manor	362	4	1	0	5	1.38	1	0
Maple Creek	2,444	44	3	0	47	1.92	3	0
Marshall	607	3	0	0	3	0.49	0	0
Martensville	3,399	21	2	0	23	0.68	2	0
Maryfield	426	5	1	0	6	1.41	1	0
Mazenod	273	1	0	0	1	0.37	0	0
Meadow Lake	4,261	95	7	0	102	2.39	8	0
Meath Park	260	2	0	0	2	0.77	0	0
Meota	266	5	1	0	6	2.26	1	0
Midale	538	2	2	0	4	0.74	7	0
Middle Lake	259	2	1	0	3	1.16	1	0
Milestone	617	4	3	0	7	1.13	4	0
Montmartre	523	4	0	0	4	0.76	0	0
Moosomin	2,507	36	4	0	40	1.60	8	0
Morse	336	3	0	0	3	0.89	0	0
Mortlach	314	1	0	0	1	0.32	0	0
Mossbank	426	2	1	0	3	0.70	1	0
Muenster	394	3	0	0	3	0.76	0	0
Naicam	950	8	0	1	9	0.95	1	1
Neilburg	394	7	1	0	8	2.03	2	0
Neudorf	382	2	0	0	2	0.52	0	0
Nipawin	4,728	92	13	0	105	2.22	17	0
Nokomis	505	3	0	0	3	0.59	0	0

1990 Traffic Accident Statistics by Town and Village
With a population of 250 or more

Urban Community	1990 Population	Accidents				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Norquay	592	4	0	0	4	0.68	0	0
Ogema	412	7	0	0	7	1.70	0	0
Osler	645	3	1	0	4	0.62	1	0
Outlook	2,209	27	0	0	27	1.22	0	0
Oxbow	1,206	12	1	0	13	1.08	1	0
Pangman	284	3	0	0	3	1.06	0	0
Paradise Hill	464	6	0	0	6	1.29	0	0
Pelican Narrows	272	6	1	0	7	2.57	1	0
Pelly	359	3	1	0	4	1.11	1	0
Pense	526	2	0	0	2	0.38	0	0
Perdue	454	3	1	0	4	0.88	1	0
Pierceland	502	6	0	0	6	1.20	0	0
Pilot Butte	1,481	4	2	0	6	0.41	3	0
Pinehouse	735	4	1	0	5	0.68	1	0
Ponteix	694	11	0	0	11	1.59	0	0
Porcupine Plain	886	9	0	0	9	1.02	0	0
Preeceville	1,301	17	2	1	20	1.54	2	1
Punnichy	297	4	0	0	4	1.35	0	0
Qu'Appelle	686	4	2	0	6	0.87	3	0
Quill Lake	452	3	1	0	4	0.88	1	0
Radisson	417	12	1	0	13	3.12	2	0
Radville	913	18	2	0	20	2.19	3	0
Raymore	682	11	1	0	12	1.76	1	0
Red Earth	728	1	0	0	1	0.14	0	0
Redvers	935	22	2	0	24	2.57	2	0
Regina Beach	969	9	4	0	13	1.34	7	0
Rocanville	844	11	1	0	12	1.42	1	0
Rockglen	512	1	0	0	1	0.20	0	0
Rose Valley	432	3	0	0	3	0.69	0	0
Rosetown	2,599	56	2	0	58	2.23	4	0
Rosthern	1404	5	2	0	7	0.50	2	0
Rouleau	496	4	2	0	6	1.21	3	0
Saltcoats	559	3	2	0	5	0.89	5	0
Sandy Bay	538	3	0	0	3	0.56	0	0
Sedley	349	1	0	0	1	0.29	0	0
Semans	316	1	0	0	1	0.32	0	0
Shaunavon	1,957	26	1	0	27	1.38	1	0
Shellbrook	1,343	18	0	0	18	1.34	0	0
Southey	718	9	0	0	9	1.25	0	0
Spalding	313	4	0	0	4	1.28	0	0
Spiritwood	955	20	0	0	20	2.09	0	0
Springside	600	2	0	0	2	0.33	0	0
Spy Hill	319	2	0	0	2	0.63	0	0
St Brieux	450	8	0	0	8	1.78	0	0
St Louis	423	8	0	0	8	1.89	0	0
St Walburg	669	9	3	0	12	1.79	4	0
Star City	495	2	0	0	2	0.40	0	0
Stockholm	376	4	1	0	5	1.33	1	0
Stoughton	733	6	1	0	7	0.95	1	0
Strasbourg	841	14	1	0	15	1.78	2	0
Sturgis	724	4	0	0	4	0.55	0	0
Theodore	457	4	0	0	4	0.88	0	0
Tisdale	3,311	58	8	0	66	1.99	10	0
Tompkins	280	3	0	0	3	1.07	0	0
Torquay	303	2	0	0	2	0.66	0	0
Turtleford	497	13	0	0	13	2.62	0	0
Unity	2,423	31	3	0	34	1.40	3	0
Vanguard	263	1	0	0	1	0.38	0	0
Vanscoy	440	1	1	0	2	0.45	3	0
Vibank	392	4	0	0	4	1.02	0	0

Section 12

1990 Traffic Accident Statistics by Town and Village
With a population of 250 or more

Urban Community	1990 Population*	Accidents: Property Damage	Accidents: Personal Injury	Accidents: Fatal	Accidents: Total	Acc/ 100 pop	Persons: Injured	Persons: Killed
Viscount	329	1	0	0	1	0.30	0	0
Vonda	284	1	1	0	2	0.70	1	0
Wadena	1,668	18	0	0	18	1.08	0	0
Wakaw	984	12	2	0	14	1.42	2	0
Waldheim	846	8	0	0	8	0.95	0	0
Wapella	424	10	1	0	11	2.59	2	0
Warman	2,890	20	6	0	26	0.90	12	0
Watrous	1,940	30	0	0	30	1.55	0	0
Watson	929	8	1	0	9	0.97	1	0
Wawota	674	5	0	0	5	0.74	0	0
Weldon	271	3	1	0	4	1.48	1	0
White City	968	7	2	0	9	0.93	7	0
White Fox	457	3	0	0	3	0.66	0	0
Whitewood	1,114	16	1	0	17	1.53	1	0
Wilcox	254	0	1	0	1	0.39	1	0
Wilkie	1,490	16	3	0	19	1.28	4	0
Willow Bunch	502	3	0	0	3	0.60	0	0
Wolseley	907	5	4	0	9	0.99	6	0
Wynyard	2,128	34	3	1	38	1.79	3	1
Yellow Grass	552	6	0	0	6	1.09	0	0
Young	372	3	0	0	3	0.81	0	0
SUBTOTAL	208,213	2594	283	5	2882	1.38	384	5
Towns and villages Under 250 Population	18,613	263	38	1	302	1.62	48	1
TOTAL (Towns & Villages)	**226,826**	**2,857**	**321**	**6**	**3,184**	**1.40**	**432**	**6**
Average rate for all towns						**1.20**		

* Saskatchewan Health Services Plan 1990 population figures

Listing accidents by urban location is a feature of TAIS that provides a direct service to urban municipalities. This is the twelfth year this data has been available. All reported accidents which occurred within the urban limits are provided in this section.

The Traffic Accident Information System has another feature that lists the details of all reported accidents of each town and city by location. This information and other summaries are provided directly to urban municipal offices and police departments on a regular basis.

Quick Facts on 1990 Urban Accidents

- 22,111 or 67.8% of all reported accidents occurred in urban areas.
- 18,927 or 85.6% of all urban accidents occurred in Saskatchewan cities.
- 67.4% of the urban accidents occurred in Regina and Saskatoon.
- 3,188 or 14.4% were single accidents.
- 189 were motorcycle accidents.
- 263 involved bicyclists.
- 378 involved pedestrians.
- Urban accidents accounted for over $54.4 million in property damages.

1990 Traffic Accident Statistics By Rural Municipality

Rural Municipality		1990 Population	1989 Travel	Accident					Persons	
				Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Acc/ 100 Pop	Injured	Killed
1	Argyle	366	3,617,675.6	12	2	1	15	4.1	4.1	3	1
2	Mount Pleasant	459	7,179,559.1	19	0	0	19	2.6	4.1	0	0
3	Enniskillen	550	5,949,197.1	13	3	0	16	2.7	2.9	5	0
4	Coalfields	425	7,963,584.6	3	4	0	7	0.9	1.6	5	0
5	Estevan	1,109	7,194,241.3	15	7	0	22	3.1	2.0	12	0
6	Cambria	374	4,210,833.5	6	1	0	7	1.7	1.9	1	0
7	Souris Valley	444	3,614,739.2	6	1	0	7	1.9	1.6	1	0
8	Lake Alma	366	2,892,378.6	4	1	0	5	1.7	1.4	1	0
9	Surprise Valley	305	2,278,665.8	8	0	0	8	3.5	2.6	0	0
10	Happy Valley	256	1,007,193.8	3	0	0	3	3.0	1.2	0	0
11	Hart Butte	375	4,507,412.4	9	1	0	10	2.2	2.7	1	0
12	Poplar Valley	302	3,004,256.4	4	0	0	4	1.3	1.3	0	0
17	Val Marie	573	4,874,171.9	10	1	0	11	2.3	1.9	1	0
18	Lone Tree	242	2,276,023.0	5	1	0	6	2.6	2.5	2	0
19	Frontier	359	3,241,519.6	6	0	0	6	1.9	1.7	0	0
31	Storthoaks	505	3,829,098.2	16	0	0	16	4.2	3.2	0	0
32	Reciprocity	535	7,493,756.6	12	1	0	13	1.7	2.4	1	0
33	Moose Creek	481	6,615,765.5	11	0	1	12	1.8	2.5	1	1
34	Browning	623	12,562,026.2	17	5	0	22	1.8	3.5	9	0
35	Benson	505	5,620,317.5	8	3	0	11	2.0	2.2	3	0
36	Cymri	524	14,009,683.7	14	1	0	15	1.1	2.9	1	0
37	Lomond	447	8,036,995.2	5	0	0	5	0.6	1.1	0	0
38	Laurier	483	5,088,824.5	13	3	0	16	3.1	3.3	3	0
39	The Gap	336	3,068,564.1	6	1	0	7	2.3	2.1	1	0
40	Bengough	468	4,836,292.0	7	2	0	9	1.9	1.9	3	0
42	Willow Bunch	551	4,915,575.5	13	1	0	14	2.8	2.5	1	0
43	Old Post	678	5,112,609.6	11	0	0	11	2.2	1.6	0	0
44	Waverley	429	3,297,605.3	6	1	0	7	2.1	1.6	1	0
45	Mankota	597	4,540,006.7	11	3	0	14	3.1	2.3	3	0
46	Glen McPherson	207	1,510,790.7	4	0	0	4	2.6	1.9	0	0
49	White Valley	631	8,295,987.9	28	3	0	31	3.7	4.9	3	0
51	Reno	555	4,539,419.4	15	3	0	18	4.0	3.2	4	0
61	Antler	647	7,160,766.0	13	2	0	15	2.1	2.3	2	0
63	Moose Mountain	632	6,342,678.0	14	6	0	20	3.2	3.2	6	0
64	Brock	337	7,255,906.2	10	2	0	12	1.7	3.6	2	0
65	Tecumseh	413	4,350,607.3	2	2	0	4	0.9	1.0	2	0
66	Griffin	504	5,869,913.6	6	2	0	8	1.4	1.6	2	0
67	Weyburn	969	6,489,499.3	7	2	0	9	1.4	0.9	4	0
68	Brokenshell	338	2,909,997.2	7	1	0	8	2.7	2.4	1	0
69	Norton	382	3,714,577.6	8	0	0	8	2.2	2.1	0	0
70	Key West	551	4,293,053.4	4	0	0	4	0.9	0.7	0	0
71	Excel	652	5,368,078.5	2	1	0	3	0.6	0.5	2	0
72	Lake of Rivers	463	5,222,725.5	5	2	0	7	1.3	1.5	2	0
73	Stonehenge	635	5,386,578.0	3	3	0	6	1.1	0.9	4	0
74	Wood River	502	3,798,265.7	10	3	0	13	3.4	2.6	4	0
75	Pinto Creek	324	3,686,975.2	2	1	0	3	0.8	0.9	1	0
76	Auvergne	475	4,377,622.4	12	2	0	14	3.2	2.9	2	0
77	Wise Creek	318	2,318,013.9	2	1	0	3	1.3	0.9	1	0
78	Grassy Creek	418	2,680,956.0	9	1	0	10	3.7	2.4	1	0
79	Arlington	379	4,120,978.8	11	0	0	11	2.7	2.9	0	0
91	Maryfield	538	5,039,492.6	13	1	2	16	3.2	3.0	2	2
92	Walpole	578	5,470,559.8	14	0	0	14	2.6	2.4	0	0
93	Wawken	666	4,498,603.1	12	1	0	13	2.9	2.0	1	0
94	Hazelwood	418	4,704,152.9	8	3	0	11	2.3	2.6	3	0
95	Golden West	494	5,486,416.5	7	1	0	8	1.5	1.6	1	0
96	Fillmore	432	6,345,614.4	16	1	0	17	2.7	3.9	1	0
97	Wellington	500	3,600,938.0	6	1	0	7	1.9	1.4	2	0
98	Scott	340	5,017,469.4	2	1	0	3	0.6	0.9	3	0
99	Caledonia	489	4,263,689.1	5	1	0	6	1.4	1.2	1	0
100	Elmsthorpe	414	4,031,711.5	9	4	0	13	3.2	3.1	5	0
101	Terrell	342	3,699,895.5	3	3	0	6	1.6	1.8	4	0
102	Lake Johnston	252	2,766,112.4	3	2	0	5	1.8	2.0	3	0
103	Sutton	373	4,944,939.7	13	1	0	14	2.8	3.8	1	0

Section 12

1990 Traffic Accident Statistics By Rural Municipality

Rural Municipality		1990 Population	1989 Travel	Accident					Persons	
				Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Acc/ 100 Pop	Injured	Killed
104	Gravelbourg	568	4,497,428.5	13	0	1	14	3.1	2.5	0	1
105	Glen Bain	435	3,855,526.0	6	2	0	8	2.1	1.8	2	0
106	Whiska Creek	528	4,848,625.0	9	2	0	11	2.3	2.1	6	0
107	Lac Pelletier	520	3,600,057.1	5	2	0	7	1.9	1.3	2	0
108	Bone Creek	462	4,362,940.3	6	0	0	6	1.4	1.3	0	0
109	Carmichael	569	4,480,984.6	17	0	0	17	3.8	3.0	0	0
110	Piapot	394	6,626,043.0	18	3	0	21	3.2	5.3	5	0
111	Maple Creek	1,216	8,040,812.6	32	4	0	36	4.5	3.0	4	0
121	Moosomin	536	6,181,174.6	13	3	0	16	2.6	3.0	5	0
122	Martin	435	6,189,983.9	21	4	1	26	4.2	6.0	5	1
123	Silverwood	699	6,239,903.1	12	0	0	12	1.9	1.7	0	0
124	Kingsley	637	8,668,326.6	18	3	0	21	2.4	3.3	4	0
125	Chester	645	5,338,420.7	7	2	0	9	1.7	1.4	2	0
126	Montmartre	669	7,446,773.8	9	8	0	17	2.3	2.5	13	0
127	Francis	823	7,708,115.6	12	4	0	16	2.1	1.9	5	0
128	Lajord	1,065	5,834,676.5	6	1	0	7	1.2	0.7	2	0
129	Bratt's Lake	410	4,733,517.1	5	1	0	6	1.3	1.5	3	0
130	Redburn	339	5,549,843.3	6	2	0	8	1.4	2.4	2	0
131	Baildon	672	5,397,149.2	10	2	1	13	2.4	1.9	2	1
132	Hillsborough	138	969,901.2	1	1	0	2	2.1	1.4	1	0
133	Rodgers	250	2,283,364.1	2	2	0	4	1.8	1.6	2	0
134	Shamrock	394	2,431,066.3	5	0	0	5	2.1	1.3	0	0
135	Lawtonia	527	4,041,401.7	5	2	0	7	1.7	1.3	2	0
136	Coulee	638	4,446,922.0	7	3	0	10	2.2	1.6	4	0
137	Swift Current	1,511	6,550,870.5	16	3	2	21	3.2	1.4	7	2
138	Webb	412	5,454,703.1	15	1	0	16	2.9	3.9	1	0
139	Gull Lake	303	3,782,115.4	22	0	1	23	6.1	7.6	0	1
141	Big Stick	240	3,037,731.7	2	1	0	3	1.0	1.3	1	0
142	Enterprise	333	6,081,923.5	10	3	0	13	2.1	3.9	3	0
151	Rocanville	671	7,109,084.9	18	0	0	18	2.5	2.7	0	0
152	Spy Hill	540	5,532,224.7	22	3	1	26	4.7	4.8	4	1
153	Willowdale	493	4,445,747.5	11	1	0	12	2.7	2.4	1	0
154	Elcapo	791	8,465,713.3	19	1	0	20	2.4	2.5	1	0
155	Wolseley	568	6,744,968.2	12	5	0	17	2.5	3.0	7	0
156	Indian Head	472	7,602,404.3	14	4	0	18	2.4	3.8	5	0
157	South Qu'Appelle	1,127	5,911,023.5	4	4	1	9	1.5	0.8	6	2
158	Edenwold	2,012	14,520,621.6	38	7	1	46	3.2	2.3	12	1
159	Sherwood	846	19,562,463.4	42	12	0	54	2.8	6.4	15	0
160	Pense	498	6,492,435.7	8	1	0	9	1.4	1.8	1	0
161	Moose Jaw	732	6,730,286.1	7	2	1	10	1.5	1.4	5	1
162	Caron	599	4,285,418.6	12	0	0	12	2.8	2.0	0	0
163	Wheatlands	277	3,905,445.3	8	0	0	8	2.0	2.9	0	0
164	Chaplin	255	2,498,897.7	5	1	0	6	2.4	2.4	1	0
165	Morse	632	6,792,538.3	15	6	0	21	3.1	3.3	9	0
166	Excelsior	958	7,705,472.8	8	3	0	11	1.4	1.1	3	0
167	Saskatchewan Landing	502	4,259,871.7	9	1	0	10	2.3	2.0	1	0
168	Riverside	669	8,031,709.7	13	3	1	17	2.1	2.5	3	1
169	Pittville	328	4,926,440.2	13	1	0	14	2.8	4.3	2	0
171	Fox Valley	418	5,364,261.2	1	3	0	4	0.7	1.0	5	0
181	Langenburg	883	7,957,711.8	18	2	0	20	2.5	2.3	2	0
183	Fertile Belt	1,165	8,512,696.1	30	3	0	33	3.9	2.8	3	0
184	Grayson	783	6,407,279.4	11	0	0	11	1.7	1.4	0	0
185	McLeod	720	7,129,639.9	11	1	0	12	1.7	1.7	1	0
186	Abernethy	565	5,817,057.9	9	4	0	13	2.2	2.3	7	0
187	North Qu'Appelle	669	6,096,018.3	10	1	1	12	2.0	1.8	5	1
189	Lumsden	1,182	10,535,892.9	17	7	1	25	2.4	2.1	11	2
190	Dufferin	565	4,827,482.7	8	2	0	10	2.1	1.8	4	0
191	Marquis	503	5,033,326.1	3	0	0	3	0.6	0.6	0	0
193	Eyebrow	314	4,165,025.2	0	1	0	1	0.2	0.3	2	0
194	Enfield	470	5,256,788.0	12	2	0	14	2.7	3.0	2	0
211	Churchbridge	965	7,854,936.9	7	1	0	8	1.0	0.8	1	0
213	Saltcoats	935	6,938,772.3	14	3	1	18	2.6	1.9	7	1
214	Cana	1,109	5,561,589.0	12	3	0	15	2.7	1.4	7	0

1990 Traffic Accident Statistics By Rural Municipality

Rural Municipality		1990 Population	1989 Travel	Accident					Persons	
				Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Acc/ 100 Pop	Injured	Killed
215	Stanley	887	6,651,002.6	7	1	0	8	1.2	0.9	1	0
216	Tullymet	378	3,150,784.0	2	2	0	4	1.3	1.1	3	0
217	Lipton	600	5,940,387.8	8	3	0	11	1.9	1.8	3	0
218	Cupar	643	7,960,648.2	10	4	0	14	1.8	2.2	6	0
219	Longlaketon	1,140	8,959,032.7	20	7	0	27	3.0	2.4	9	0
220	McKillop	652	4,976,653.1	7	2	0	9	1.8	1.4	4	0
221	Sarnia	416	7,106,148.5	7	1	0	8	1.1	1.9	1	0
222	Craik	359	4,962,851.9	5	1	0	6	1.2	1.7	1	0
223	Huron	287	3,511,964.3	5	1	0	6	1.7	2.1	1	0
224	Maple Bush	234	4,453,969.4	4	2	0	6	1.3	2.6	2	0
225	Canaan	249	3,354,571.9	4	2	0	6	1.8	2.4	5	0
226	Victory	569	4,014,093.0	5	1	0	6	1.5	1.1	2	0
228	Lacadena	891	8,160,618.7	14	4	0	18	2.2	2.0	5	0
229	Miry Creek	595	6,974,596.7	7	3	0	10	1.4	1.7	6	0
230	Clinworth	373	5,535,161.1	10	0	0	10	1.8	2.7	0	0
231	Happyland	488	7,365,141.2	12	2	0	14	1.9	2.9	3	0
232	Deer Forks	248	3,090,000.0	12	1	0	13	4.2	5.2	1	0
241	Calder	700	4,342,972.6	4	0	0	4	0.9	0.6	0	0
243	Wallace	1,030	7,825,572.6	17	3	1	21	2.7	2.0	9	1
244	Orkney	1,650	7,524,882.7	16	1	0	17	2.3	1.0	1	0
245	Garry	695	5,429,449.8	11	1	0	12	2.2	1.7	1	0
246	Ituna Bon Accord	685	5,077,078.8	9	4	1	14	2.8	2.0	4	1
247	Kellross	814	6,888,853.1	14	1	0	15	2.2	1.8	7	0
248	Touchwood	480	5,397,736.4	9	7	0	16	3.0	3.3	14	0
250	Last Mountain Valley	477	5,293,493.3	6	3	0	9	1.7	1.9	4	0
251	Big Arm	357	4,408,161.2	10	1	0	11	2.5	3.1	1	0
252	Arm River	341	5,129,640.8	8	2	0	10	1.9	2.9	6	0
253	Willner	393	4,021,140.4	6	1	0	7	1.7	1.8	1	0
254	Loreburn	482	5,060,634.8	6	2	0	8	1.6	1.7	2	0
255	Coteau	562	4,942,884.2	6	2	0	8	1.6	1.4	2	0
256	King George	306	2,748,493.8	5	1	0	6	2.2	2.0	1	0
257	Monet	712	6,825,132.6	9	1	0	10	1.5	1.4	2	0
259	Snipe Lake	701	10,855,963.2	7	5	0	12	1.1	1.7	14	0
260	Newcombe	377	5,126,998.1	2	2	0	4	0.8	1.1	2	0
261	Chesterfield	640	7,672,878.5	8	3	0	11	1.4	1.7	3	0
271	Cote	688	3,701,070.1	8	2	0	10	2.7	1.5	2	0
273	Sliding Hills	809	6,831,886.4	5	2	0	7	1.0	0.9	2	0
274	Goodlake	685	5,939,213.2	7	1	0	8	1.3	1.2	1	0
275	Insinger	671	6,686,239.7	15	1	0	16	2.4	2.4	2	0
276	Foam Lake	968	9,555,127.0	11	3	0	14	1.5	1.4	5	0
277	Emerald	807	6,007,925.6	16	2	0	18	3.0	2.2	4	0
278	Kutawa	440	4,263,689.1	8	9	0	17	4.0	3.9	19	0
279	Mount Hope	726	7,445,011.9	2	3	0	5	0.7	0.7	4	0
280	Wreford	280	4,092,201.9	3	2	0	5	1.2	1.8	2	0
281	Wood Creek	361	3,765,965.1	8	1	0	9	2.4	2.5	1	0
282	McCraney	536	5,321,683.0	9	3	0	12	2.3	2.2	5	0
283	Rosedale	540	5,524,002.7	6	2	0	8	1.4	1.5	2	0
284	Rudy	402	5,000,731.8	7	2	0	9	1.8	2.2	3	0
285	Fertile Valley	725	5,077,078.8	7	1	0	8	1.6	1.1	3	0
286	Milden	374	4,777,563.5	3	1	0	4	0.8	1.1	3	0
287	St Andrews	615	6,162,675.1	5	2	0	7	1.1	1.1	2	0
288	Pleasant Valley	473	3,805,606.8	3	0	0	3	0.8	0.6	0	0
290	Kindersley	1,045	15,066,796.7	13	5	1	19	1.3	1.8	9	1
292	Milton	243	3,767,433.3	5	1	1	7	1.9	2.9	2	1
301	St Philips	450	3,181,910.1	6	0	0	6	1.9	1.3	0	0
303	Keys	555	4,750,254.7	12	3	0	15	3.2	2.7	3	0
304	Buchanan	710	5,491,114.8	2	3	1	6	1.1	0.8	10	2
305	Invermay	647	4,953,749.0	15	0	0	15	3.0	2.3	0	0
307	Elfros	698	5,323,738.5	6	3	0	9	1.7	1.3	3	0
308	Big Quill	842	8,477,459.0	17	5	0	22	2.6	2.6	11	0
309	Prairie Rose	397	5,241,812.3	3	1	0	4	0.8	1.0	2	0
310	Usborne	626	6,719,715.0	21	3	0	24	3.6	3.8	8	0
312	Morris	482	6,991,627.9	15	7	1	23	3.3	4.8	9	1

Section 12

1990 Traffic Accident Statistics By Rural Municipality

Rural Municipality		1990 Population	1989 Travel	Accident						Persons	
				Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Acc/ 100 Pop	Injured	Killed
313	Lost River	274	4,328,290.5	4	0	0	4	0.9	1.5	0	0
314	Dundurn	566	4,348,845.4	4	4	0	8	1.8	1.4	6	0
315	Montrose	664	3,567,756.4	5	0	1	6	1.7	0.9	0	1
316	Harris	304	5,913,960.0	8	0	0	8	1.4	2.6	0	0
317	Marriott	630	5,147,553.0	6	0	0	6	1.2	1.0	0	0
318	Mountain View	406	5,332,547.8	6	1	1	8	1.5	2.0	1	1
319	Winslow	500	9,292,464.2	5	2	0	7	0.8	1.4	3	0
320	Oakdale	387	12,359,412.8	1	2	0	3	0.2	0.8	2	0
321	Prairiedale	349	7,367,490.3	3	2	0	5	0.7	1.4	2	0
322	Antelope Park	201	3,030,390.6	1	0	0	1	0.3	0.5	0	0
331	Livingstone	582	6,481,864.5	10	2	0	12	1.9	2.1	2	0
333	Clayton	1,061	8,077,811.5	11	2	0	13	1.6	1.2	2	0
334	Preeceville	1,404	11,809,420.4	14	3	0	17	1.4	1.2	5	0
335	Hazel Dell	1,012	6,333,868.7	15	2	0	17	2.7	1.7	2	0
336	Sasman	1,192	9,658,782.8	10	6	1	17	1.8	1.4	10	1
337	Lakeview	722	7,060,633.9	10	3	0	13	1.8	1.8	3	0
338	Lakeside	608	5,861,397.9	11	1	0	12	2.0	2.0	1	0
339	Leroy	809	9,622,664.7	6	2	1	9	0.9	1.1	8	1
340	Wolverine	644	5,813,534.2	5	0	0	5	0.9	0.8	0	0
341	Viscount	577	5,410,363.1	4	1	0	5	0.9	0.9	1	0
342	Colonsay	390	3,262,368.2	4	0	0	4	1.2	1.0	0	0
343	Blucher	1,106	6,988,691.5	13	3	1	17	2.4	1.5	4	1
344	Corman Park	6,163	36,863,879.5	89	24	0	113	3.1	1.8	38	0
345	Vanscoy	1,911	12018787.5	24	4	0	28	2.3	1.5	7	0
346	Perdue	462	5,825,867.2	5	2	0	7	1.2	1.5	4	0
347	Biggar	1,139	5,702,537.4	14	5	1	20	3.5	1.8	10	1
349	Grandview	509	4,560,268.0	11	0	0	11	2.4	2.2	0	0
350	Mariposa	343	3,550,137.8	3	3	0	6	1.7	1.7	4	0
351	Progress	428	7,343,998.9	7	2	0	9	1.2	2.1	3	0
352	Hearts Hill	447	8,515,632.5	10	0	1	11	1.3	2.5	1	1
366	Kelvington	704	7,119,362.4	14	4	1	19	2.7	2.7	5	1
367	Ponass Lake	962	8,697,690.9	12	5	0	17	2.0	1.8	5	0
368	Spalding	768	9,016,293.0	6	4	0	10	1.1	1.3	4	0
369	St Peter	1,162	9,667,592.0	12	2	0	14	1.4	1.2	2	0
370	Humboldt	1,162	9,889,292.1	20	3	0	23	2.3	2.0	6	0
371	Bayne	759	7,349,871.8	6	3	0	9	1.2	1.2	7	0
372	Grant	573	4,087,503.6	12	1	0	13	3.2	2.3	3	0
373	Aberdeen	654	5,391,276.3	8	3	0	11	2.0	1.7	3	0
376	Eagle Creek	561	5,179,853.7	2	1	0	3	0.6	0.5	1	0
377	Glenside	387	5,041,841.7	10	2	0	12	2.4	3.1	3	0
378	Rosemount	241	2,757,303.1	4	1	0	5	1.8	2.1	1	0
379	Reford	457	5,775,948.0	6	1	0	7	1.2	1.5	1	0
380	Tramping Lake	404	3,506,091.5	4	2	0	6	1.7	1.5	3	0
381	Grass Lake	602	6,882,980.2	12	1	1	14	2.0	2.3	5	1
382	Eye Hill	749	8,685,945.2	13	3	0	16	1.8	2.1	5	0
394	Hudson Bay	1,948	6,025,544.1	18	2	0	20	3.3	1.0	2	0
395	Porcupine	1,396	13,789,451.8	24	3	0	27	2.0	1.9	4	0
397	Barrier Valley	685	4,839,228.4	12	1	0	13	2.7	1.9	2	0
398	Pleasantdale	789	7,493,756.6	7	1	0	8	1.1	1.0	1	0
399	Lake Lenore	573	6,140,064.7	4	1	0	5	0.8	0.9	2	0
400	Three Lakes	759	8,729,404.2	16	1	0	17	1.9	2.2	1	0
401	Hoodoo	733	8,436,349.0	22	3	0	25	3.0	3.4	4	0
402	Fish Creek	454	4,733,517.1	4	2	0	6	1.3	1.3	3	0
403	Rosthern	1,832	11,419,756.8	18	6	0	24	2.1	1.3	8	0
404	Laird	1,080	7,734,543.5	4	4	0	8	1.0	0.7	5	0
405	Great Bend	602	5,652,618.1	7	0	0	7	1.2	1.2	0	0
406	Mayfield	542	2,575,244.7	10	0	0	10	3.9	1.8	0	0
408	Prairie	603	5,455,877.7	11	4	0	15	2.7	2.5	4	0
409	Buffalo	531	6,586,401.3	7	2	0	9	1.4	1.7	3	0
410	Round Valley	472	4,342,972.6	6	2	0	8	1.8	1.7	3	0
411	Senlac	341	4,213,769.9	11	2	0	13	3.1	3.8	2	0
426	Bjorkdale	1,205	9,784,168.1	18	2	0	20	2.0	1.7	2	0
427	Tisdale	1,255	6,739,095.4	17	2	0	19	2.8	1.5	3	0

1990 Traffic Accident Statistics By Rural Municipality

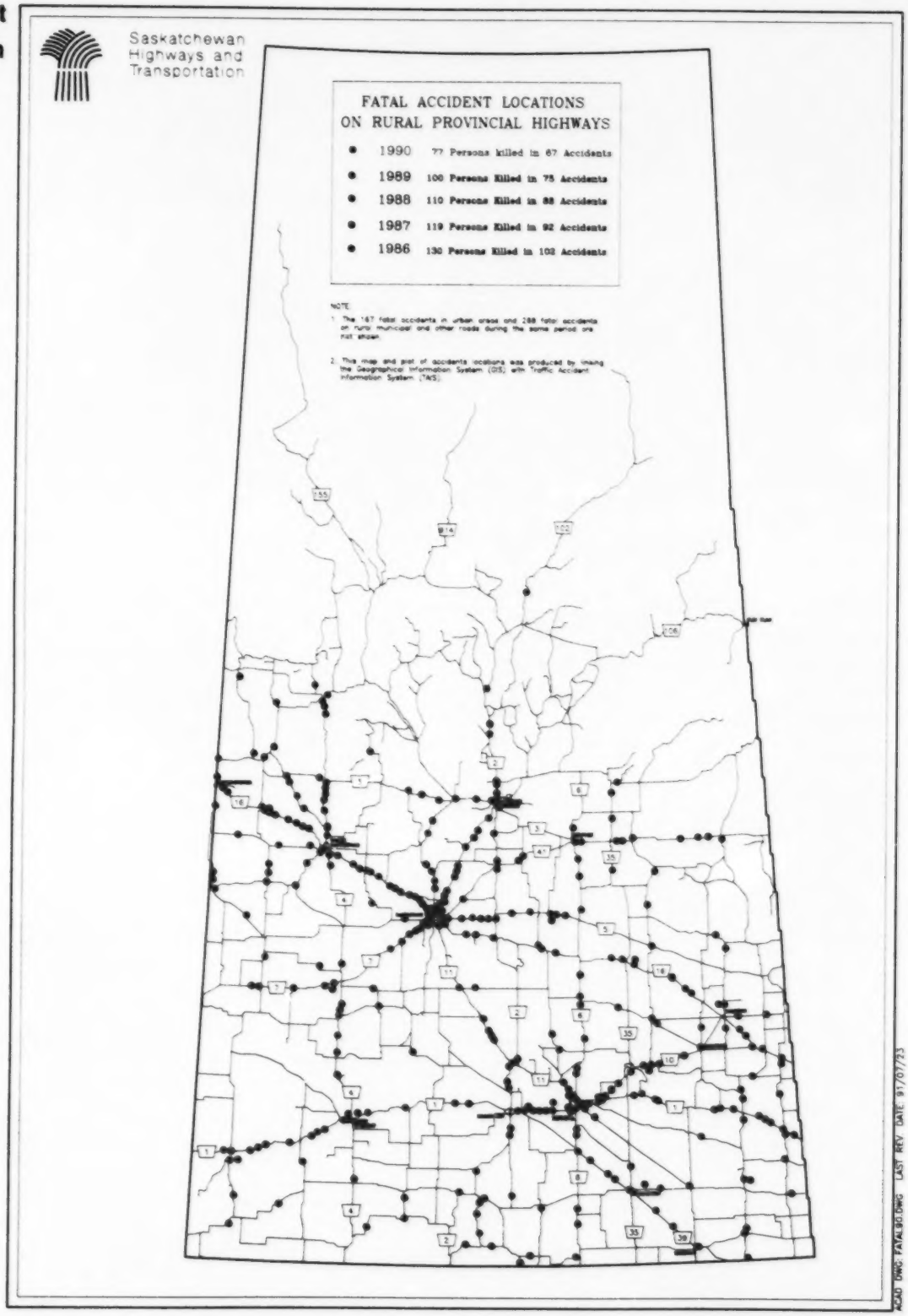
Rural Municipality		1990 Population	1989 Travel	Accident					Persons	
				Property Damage	Personal Injury	Fatal	Total	Acc/ Mvkm	Acc/ 100 Pop	Injured	Killed
428	Star City	1,062	8,644,835.2	9	2	0	11	1.3	1.0	3	0
429	Flett Springs	882	11,540,150.3	11	2	0	13	1.1	1.5	3	0
430	Invergordon	864	5,822,637.1	10	7	1	18	3.1	2.1	13	1
431	St Louis	1,334	7,030,095.1	21	4	0	25	3.6	1.9	7	0
434	Blaine Lake	463	5,223,900.1	8	2	0	10	1.9	2.2	2	0
435	Redberry	654	7,7374,79.9	17	5	0	22	2.8	3.4	7	0
436	Douglas	560	4,730,580.7	12	4	0	16	3.4	2.9	4	0
437	North Battleford	814	4,096,312.9	14	2	0	16	3.9	2.0	2	0
438	Battle River	847	3,086,182.7	11	1	0	12	3.9	1.4	2	0
439	Cut Knife	507	5,996,179.9	12	5	1	18	3.0	3.6	8	1
440	Hillsdale	697	6,383,788.0	16	1	0	17	2.7	2.4	1	0
442	Manitou Lake	657	8,826,893.6	8	2	0	10	1.1	1.5	2	0
456	Arborfield	584	5,932,165.8	7	3	0	10	1.7	1.7	5	0
457	Connaught	842	8,221,990.0	14	5	0	19	2.3	2.3	5	0
458	Willow Creek	971	9,115,250.5	7	5	0	12	1.3	1.2	6	0
459	Kinistino	954	11,177,501.8	11	4	0	15	1.3	1.6	6	0
460	Birch Hills	874	6,166,198.9	9	4	0	13	2.1	1.5	6	0
461	Prince Albert	2,541	10,186,458.3	20	5	0	25	2.5	1.0	6	0
463	Duck Lake	860	4,034,648.0	11	4	0	15	3.7	1.7	8	0
464	Leask	962	10,615,174.4	22	2	0	24	2.3	2.5	2	0
466	Meeting Lake	652	5,634,999.6	16	5	0	21	3.7	3.2	7	0
467	Round Hill	434	4,419,319.6	10	0	0	10	2.3	2.3	0	0
468	Meota	914	6,630,447.7	18	5	1	24	3.6	2.6	11	1
469	Turtle River	439	7,725,734.2	13	1	0	14	1.8	3.2	1	0
470	Paynton	333	3,036,263.5	5	1	0	6	2.0	1.8	1	0
471	Eldon	929	14,585,223.0	20	4	0	24	1.6	2.6	4	0
472	Wilton	1,667	22,560,553.3	32	6	0	38	1.7	2.3	6	0
486	Moose Range	1,455	9,989,717.9	17	4	0	21	2.1	1.4	10	0
487	Nipawin	1,457	10,215,822.6	12	6	0	18	1.8	1.2	10	0
488	Torch River	2,022	13,648,503.4	21	4	0	25	1.8	1.2	4	0
490	Garden River	749	5,429,449.8	2	6	0	8	1.5	1.1	10	0
491	Buckland	3152	9,704,884.6	29	6	0	35	3.6	1.1	12	0
493	Shellbrook	1,794	12,054,024.6	21	8	0	29	2.4	1.6	10	0
494	Canwood	1,844	13,316,687.4	30	14	0	44	3.3	2.4	22	0
496	Spiritwood	1,739	11,513,722.4	48	10	0	58	5.0	3.3	15	0
497	Medstead	733	4,234,324.9	11	2	1	14	3.3	1.9	7	1
498	Parkdale	706	6,275,140.2	12	3	2	17	2.7	2.4	10	2
499	Mervin	1,308	13,378,352.0	35	9	0	44	3.3	3.4	19	0
501	Frenchman Butte	1,467	9,267,357.3	35	10	0	45	4.9	3.1	23	0
502	Britannia	1,361	15,093,224.5	21	2	0	23	1.5	1.7	2	0
520	Paddockwood	956	6,330,932.3	11	3	0	14	2.2	1.5	4	0
521	Lakeland	682	2,474,231.7	2	1	0	3	1.2	0.4	1	0
555	Big River	892	3,617,675.6	17	1	0	18	5.0	2.0	1	0
561	Loon Lake	913	7,076,784.3	25	6	0	31	4.4	3.4	9	0
588	Meadow Lake	2,525	10,553,511.5	26	7	0	33	3.1	1.3	19	0
622	Beaver River	1,145	4,848,037.7	27	4	0	31	6.4	2.7	6	0
	Not Stated			1	0	0	1				
	Total	**209,557**	**1,886,370,000.0**	**3,282**	**739**	**39**	**4,060**			**1,133**	**42**

With the inception of TAIS it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Development to embark on specific traffic safety programs.

In 1990, 4,060 accidents occurred on rural roads. This represents 12.4% of the total accidents in Saskatchewan. The accident rate (Acc/MvKm) is calculated using the most recent traffiic volumes available for each rural municipality and reprsents the number of accidents which occur for every one million kilometres of travel. The 1990 average rural municipal accident rate is 2.1.

Section 13

Accident Location Map

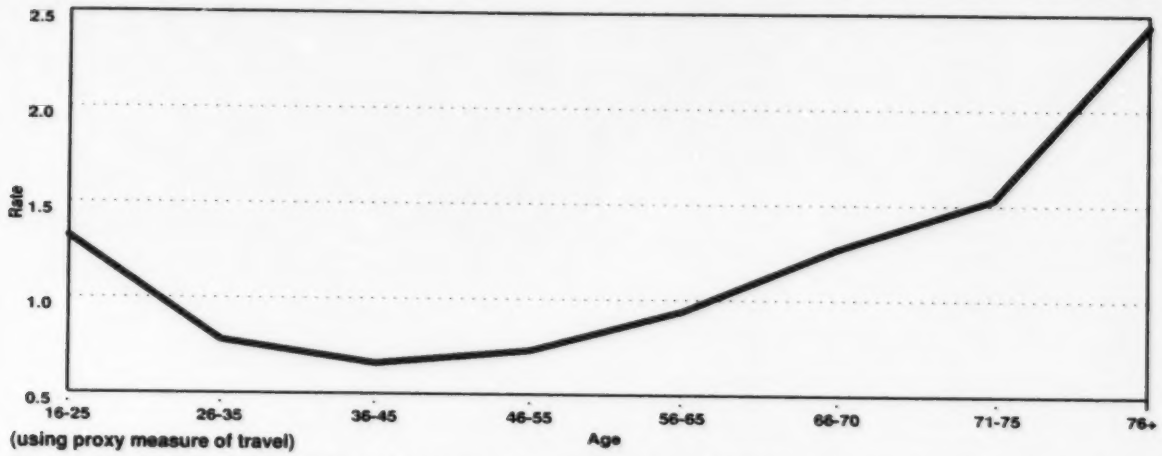

Saskatchewan
Highways and
Transportation
FATAL ACCIDENT LOCATIONS
ON RURAL PROVINCIAL HIGHWAYS
1990 77 Persons Killed in 67 Accidents
1989 100 Persons Killed in 75 Accidents
1988 110 Persons Killed in 88 Accidents
1987 119 Persons Killed in 92 Accidents
1986 130 Persons Killed in 102 Accidents
NOTE
1. The 167 fatal accidents in urban areas and 288 fatal accidents on rural municipal and other roads during the same period are not shown.
2. This map and plot of accidents locations was produced by linking the Geographical Information System (GIS) with Traffic Accident Information System (TAIS).
ACAD DWG FATAL90.DWG LAST REV DATE 91/07/23

Senior Drivers in Saskatchewan

As people age, the skills they use while driving naturally and inevitably decline. Because people are tending to live and to remain active drivers longer, the number of elderly drivers (aged 65 years and over) on Saskatchewan roads will increase into the first decades of the next century. SGI recently completed research to determine the impact of aging on driving safely.

Figure 1 shows the rate of motor vehicle accidents by driver age, taking into account the amount that people drive. The rate begins to climb after age 65 and, in fact, drivers older than about age 75 had the worst "per distance" accident experience of any group. Figure 1 shows that, when the elderly drive, declining skills increase their risk of accident involvement.

Figure 14-1: Accidents (1986-1988) Accounting for Distance Travelled

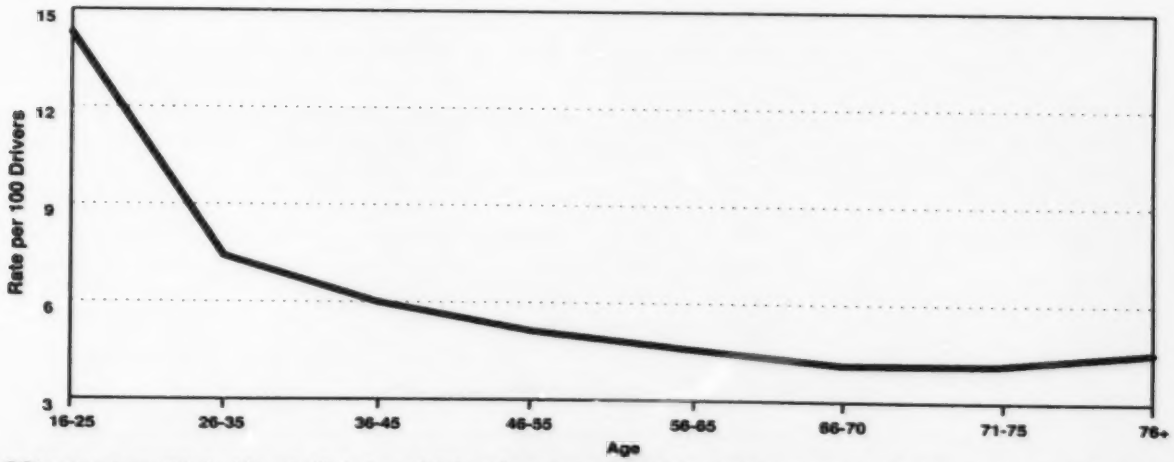


(using proxy measure of travel)

SGI's research shows, however, that older drivers self-regulate the amount and type of driving they do. Further, older drivers take special precautions to avoid or compensate for risky driving situations. Older drivers avoid night driving, wear their seat belts more often, and drink and drive less often compared with their younger counterparts.

As shown in figure 2, self-regulation leads elderly drivers to have the best accident rates per 100 drivers of any age group.

Figure 14-2: Accident Involvement (1986-1988)



SGI recognizes elderly drivers' efforts to maintain safe, responsible driving habits. However, it is important for us all to recognize and to prepare for the driving problems that will naturally arise as we age. For more information on potential problems and how to deal with them, call SGI, Traffic Safety Services (566-6176).

Section 15

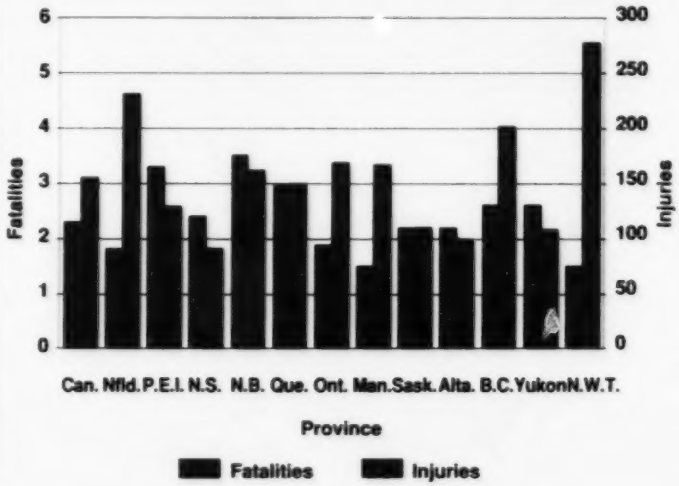
INFORMATION ABOUT OTHER PROVINCES*

Motor vehicle accidents take their toll, not only in Saskatchewan, but across Canada. It is difficult to make direct comparisons because there are many variables.

Total Accidents and Casualties in Canada
Figure 15.1

Year	Casualty Accidents	Victims Killed	Victims Injured
1970	124,200	5,080	178,501
1971	132,898	5,573	192,599
1972	150,508	6,221	215,705
1973	155,176	6,706	223,777
1974	160,942	6,290	229,641
1975	154,874	6,061	220,941
1976	142,271	5,307	199,735
1977	150,138	5,253	214,630
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	261,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	167,718	4,120	237,455
1985	183,423	4,365	259,189
1986	186,992	4,071	264,481
1987	198,806	4,287	280,575
1988	192,871	4,151	273,491
1989	196,085	4,246	284,937
1990	182,294	3,957	263,139

1990 Casualty Rates Per 10,000 Motor Vehicles Registered
Figure 15.2



1983-1990 Seat Belt Use in Canada by Province*

Figure 15.3

The survey observed drivers who were wearing shoulder belts. These estimates would approximate the use of seat belts by occupants.

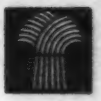
% of Drivers Wearing Shoulder Belts in Cars Equipped with Shoulder Belts

Province	1983	1984	1985	1986	1987	1988	1989	1990
Newfoundland	75.9	69.7	65.5	61.4	64.6	72.4	64.6	84.2
Prince Edward Island	5.6	9.3	17.9	13.7	50.0	82.0	72.7	65.2
Nova Scotia	12.1	20.2	80.8	79.8	68.6	73.4	79.1	83.4
New Brunswick	66.5	60.2	63.4	66.5	65.0	67.6	64.4	76.9
Quebec	60.4	54.3	53.4	67.7	85.8	81.5	81.6	93.5
Ontario	60.1	61.9	66.4	65.9	67.6	70.3	70.8	71.6
Manitoba	11.1	61.6	53.6	61.3	64.6	66.0	79.3	73.4
Saskatchewan	54.0	49.6	51.1	59.7	71.9	81.0	87.7	91.5
Alberta	18.2	19.8	24.4	27.8	74.3	82.5	44.6	88.1
British Columbia	67.1	72.7	73.8	78.3	80.4	79.8	85.2	88.3
Canada	**52.0**	**54.9**	**58.4**	**63.2**	**74.0**	**75.8**	**73.9**	**81.9**

* Source of information: Transport Canada 1990 Publications TP2436 and TP3322

SASKATCHEWAN TRAFFIC ACCIDENT SUMMARY

	1989	1990	% Change
All Road Systems			
Accidents			
Property Damage	27,885	27,164	-2.6
Personal Injury	5,521	5,310	-3.8
Fatal	162	137	-15.4
Total	33,568	32,611	-2.9
Estimated Property Damage	$88,863,615	$88,466,730	-0.4
Victims Injured			
Vehicle Occupants Using Belts	5,038	5,053	0.3
Vehicle Occupants Not Using Belts	1,427	1,070	-25.0
Vehicle Occupant Seat Belt Use Unknown	624	528	-15.4
Bicyclists	218	249	14.2
Motorcyclists	182	165	-9.3
Occupants of Construction/Farm Equipment	169	137	-18.9
Pedestrians	429	429	0.0
Persons Riding Outside Vehicle	18	21	16.7
Snowmobilists	35	19	-45.7
Total	8,140	7,671	-5.8
Victims Killed			
Vehicle Occupants Using Belts	67	50	-25.4
Vehicle Occupants Not Using Belts	78	62	-20.5
Vehicle Occupant Seat Belt Use Unknown	12	18	50.0
Bicyclists	4	4	0.0
Motorcyclists	3	5	66.7
Occupants of Construction/Farm Equipment	9	4	-55.6
Pedestrians	15	10	-33.3
Persons Riding Outside Vehicle	1	0	-100.0
Snowmobilists	3	1	-66.7
Total	192	154	-19.8
Provincial Highways			
Accidents	5,498	5,822	5.9
Victims Injured	1,770	1,756	-0.8
Victims Killed	100	77	-23.0
Rural Roads			
Accidents	4,130	4,060	-1.7
Victims Injured	1,262	1,133	-10.2
Victims Killed	49	42	-14.3
Urban Streets			
Accidents	23,330	22,111	-5.2
Victims Injured	4,818	4,530	-6.0
Victims Killed	34	20	-41.2
Other Roads			
Fatal	8	14	75.0
Accidents	610	618	1.3
Victims Injured	290	252	-13.1
Victims Killed	9	15	66.7
Alcohol Involved Accidents			
Accidents			
Property Damage	1,499	1,264	-15.7
Personal Injury	740	622	-15.9
Fatal	74	60	-18.9
Total	2,313	1,946	-15.9
Victims Injured	1,264	1,053	-16.7
Victims Killed	82	67	-18.3



Saskatchewan
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ABOUT THE COVER

The front cover design highlights the traditional 3 E's of traffic safety that are used by safety councils as part of their logo. **EDUCATION** is the base of traffic safety programs and is supported by **ENGINEERING** and **ENFORCEMENT** coming together to form a strong and stable unit.

TAIS is used extensively by all three disciplines to develop and monitor traffic safety programs. TAIS would like to especially thank the police forces in Saskatchewan for their dedication in obtaining the data that is used for the Traffic Accident Information System.

For more information, contact:

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